

OFFICE CONSOLIDATION

CITY OF SASKATOON
DEVELOPMENT PLAN
BYLAW NO. 7799

With amendments up to and including Bylaw No. 8152

(City Council passed – December 2, 2002)
(Deputy Minister approved – December 24, 2002)

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THE OFFICE OF THE CITY CLERK



BYLAW NO. 7799

The Development Plan Bylaw, 1998

The Council of The City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as The Development Plan Bylaw, 1998.

Purpose

2. The purpose of this Bylaw is to adopt a Development Plan for The City of Saskatoon.

Development Plan Adopted

3. The City of Saskatoon adopts Schedule "A" to this Bylaw as The City of Saskatoon Development Plan.

Bylaw No. 6771 Repealed

4. Bylaw No. 6771 is repealed.

Coming into Force

5. This Bylaw shall come into force upon receiving the approval of the Minister of Municipal Affairs, Culture and Housing.

Read a first time this 23rd day of November, 1998.

Read a second time this 23rd day of November, 1998.

Read a third time and passed this 23rd day of November, 1998.

"APPROVED BY DEPUTY MINISTER OF MUNICIPAL AFFAIRS, CULTURE AND HOUSING MARCH 8, 1999"

"Henry Dayday"

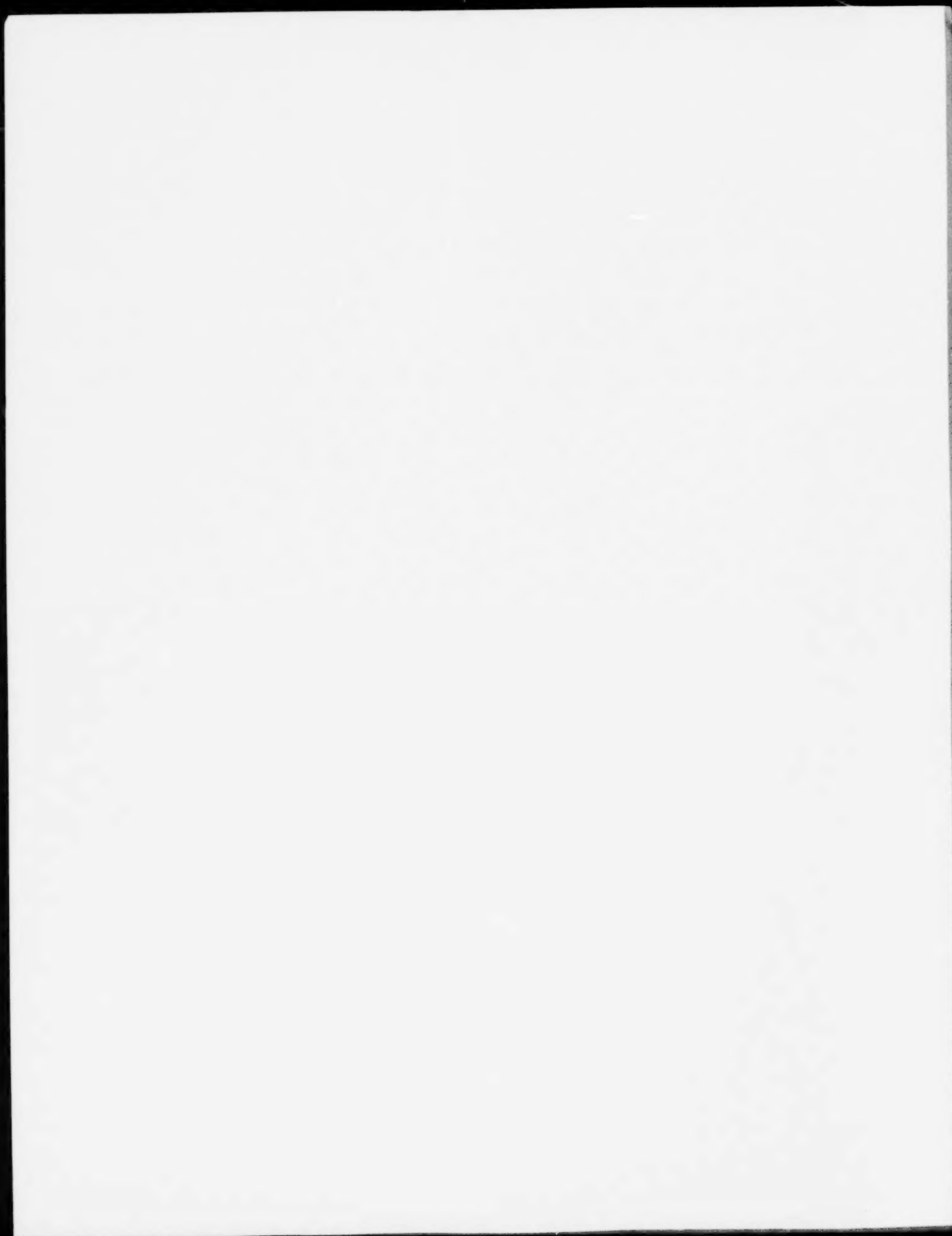
Mayor

"Janice Mann"

City Clerk



THE CITY OF SASKATOON
DEVELOPMENT PLAN
SCHEDULE "A" to BYLAW NO. 7799



How To Interpret This Plan

The headings in the left-hand margin are intended to assist the reader by highlighting the corresponding policy statement, and are not to be interpreted as policy statements themselves.

In order to gain a complete understanding of the proposed Development Plan, it is recommended that the reader review the entire document.

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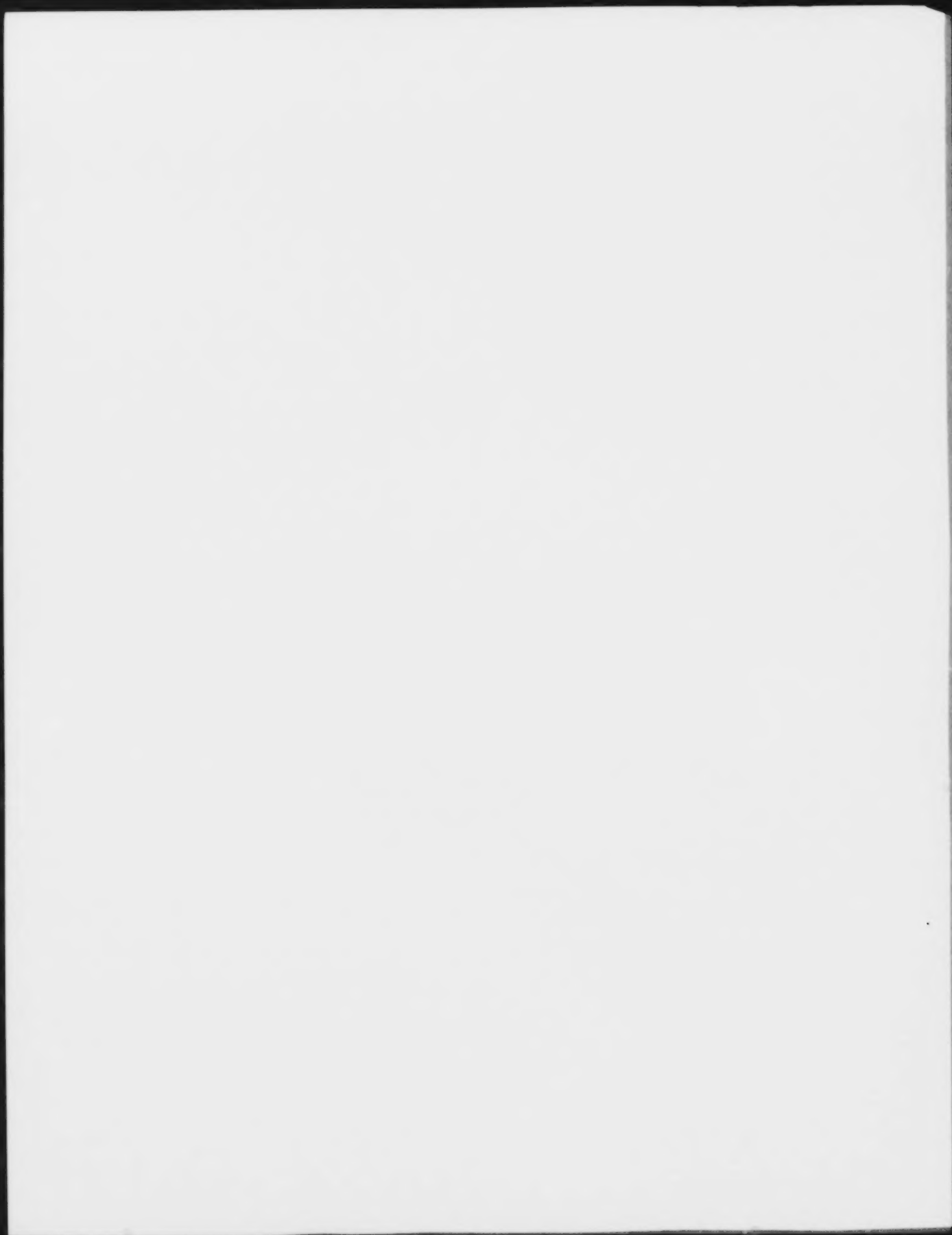
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SCHEDULE "A" to BYLAW NO. 7799

THE CITY OF SASKATOON

DEVELOPMENT PLAN

1.0 Introduction

1.1 Short Title

The Development Plan for the City of Saskatoon may be cited as "the Plan".

1.2 Basis and Purpose of the Plan

This Plan has been established in accordance with the provisions of *The Planning and Development Act, 1983*, as amended. The Plan provides the policy framework to define, direct, and evaluate development in the City of Saskatoon, ensuring that development takes place in an orderly and rational manner, balancing the environmental, social, and economic needs of the community.

1.3 Scope of the Plan

This Plan is intended to guide the growth and development of the City of Saskatoon to a population of approximately 270,000.

2.0 Fundamental Values

2.1 Saskatoon as a Sustainable Community

A sustainable community is one that meets its needs today without limiting the ability of future generations to meet their needs. This means a community that sustains its quality of life and accommodates growth and change by balancing long term economic, environmental and social needs. This Plan recognizes the following principles in building a community with a sustainable quality of life:

- a) economic diversity, economic security, and fiscal responsibility;
- b) environmental protection and stewardship;
- c) equity in land use decisions and a fair distribution of community services;

- d) efficient use of land, infrastructure and other resources in managing the City and accommodating growth and change; and
- e) decision making based on democratic institutions and public consultation.

2.2 Regional Context - Cooperation With Other Jurisdictions

The City of Saskatoon has evolved to become one of two primary service centres in Saskatchewan, with a trade area of over 500,000 people, serving the central and northern parts of the Province. Saskatoon is a major centre for the manufacturing and distribution of goods and services for industry and agriculture, as well as providing specialized educational and health care services, including the University of Saskatchewan and three major hospitals. Saskatoon also offers many cultural, entertainment and recreational opportunities for residents and visitors.

The City of Saskatoon shares the Region with several urban and rural municipalities, First Nations, and other authorities, both within and outside the City Limits. The operations of the City and these other jurisdictions have major influences on each other. In recognition of this principle, the City of Saskatoon will continue to seek and maintain mutually beneficial relationships with all nearby municipalities and other jurisdictions in the implementation of this Plan and in the on-going objective of regional cooperation.

3.0 City Form, Structure and Development Phasing

3.1 City Form and Structure

3.1.1 Objective:

To build a fiscally, socially and environmentally sustainable community by:

- i) ensuring the efficient use of land and civic infrastructure;
- ii) maintaining a rational and effective system to manage urban growth; and
- iii) providing an appropriate distribution of important community facilities and services throughout the City.

3.1.2 Policies:

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| <i>Compact City Form</i> | a) | The development of a compact and efficient urban form shall be encouraged by setting overall density guidelines for new residential development areas, facilitating infill development in existing residential, commercial and industrial areas, and gradually increasing the overall density of the City. |
| <i>Role of the Downtown</i> | b) | The Downtown is the centre and heart of the City and Region and will continue to provide the highest level of administrative, commercial, cultural, and entertainment facilities. The Downtown will also contain the highest development densities in the City, a strong diversity of activity, and a growing resident population. Whenever possible, administrative, commercial, cultural and entertainment facilities that are significant to the City or Region shall be placed in or near the Downtown. <i>(Refer also to Section 6.1 for policies on Downtown development.)</i> |
| <i>Community Focal Points</i> | c) | In addition to the Downtown, a limited number of planned community focal points and corridors shall be designated throughout the City, including Suburban Centres, District Commercial Areas, Arterial Commercial Areas, and Neighbourhood Commercial Areas. The amount of commercial activity within these focal points will be based on local trade area requirements, locational policies for these activities as outlined in this Plan, and the impact on the viability of Downtown commercial development. |

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| <i>Concentrate Activities</i> | d) | Wherever possible, significant commercial, multiple-unit residential, and community facilities shall be situated in or near the designated focal points in order to maximize the use of existing community infrastructure. |
| <i>Transportation Needs</i> | e) | The proximity of new residential development to the Downtown and other major areas of employment shall be a goal in determining the overall form of the City. Mixed-use focal points, significant employment opportunities, and other major community facilities shall be situated to minimize the need for new transportation infrastructure, and to encourage greater use of the public transit system. |
| <i>Suburban Development Areas</i> | f) | Long range planning for neighbourhoods and related community facilities shall be organized within the context of Suburban Development Areas. Suburban Development Areas contain approximately 8 to 10 neighbourhoods and the housing and community facilities necessary to accommodate about 50,000 people. The five existing Suburban Development Areas include Confederation, Lawson, Nutana, Lakewood, and University Heights. Alterations to established future growth patterns and existing Suburban Development Area configurations may be evaluated from time to time where demographic, market, or servicing considerations warrant. |
| <i>Suburban Centres</i> | g) | Suburban Centres are the primary mixed-use focal point for a Suburban Development Area, providing commercial, institutional and recreational lands and activities serving the basic needs of the Suburban Development Area population. Medium to high density residential development is encouraged within Suburban Centres. Suburban Centres shall be designed as comprehensively planned areas, promoting a compatible integration of land uses and development densities. |
| <i>District Commercial</i> | h) | District Commercial Areas provide a focal point for commercial and mixed-use activity, at a smaller scale than the Suburban Centre, serving from two to five neighbourhoods. Medium density housing and related community services are encouraged to locate in and near District Commercial Areas. District Commercial Areas shall be oriented to serve automobile traffic or pedestrian traffic, with appropriate development standards depending on the specific nature of the area involved. |

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| <i>Residential Land Use and Neighbourhoods</i> | i) | The predominant use of land within areas designated for Residential Land Use shall be residential. Within these areas, neighbourhoods are the basic building block of residential development and shall be combined to form Suburban Development Areas. Neighbourhoods shall be designed as a comprehensively planned unit, which is efficient to service and maintain over the long term. <i>(Refer to Section 5.1 for Neighbourhood Design and Development policies.)</i> |
| <i>Infill Development</i> | j) | Residential development shall be encouraged to take place within the Downtown, and within existing areas of the City, subject to the relevant infill policies of this Plan. |
| <i>Parks and Open Space</i> | k) | Public parks and recreation areas shall be provided throughout the City in a hierarchy of open spaces, sufficient to meet the public recreation needs of Saskatoon's residents. <i>(Refer to Section 9.0 for detailed Parks and Recreation Open Space policies.)</i> |
| <i>Industrial Development</i> | l) | Long range planning for industrial development areas and related infrastructure shall be organized within the context of industrial area concept plans and industrial sector concept plans. The overall objective in industrial area planning is to facilitate economic development opportunities, in a rational and efficient manner, while maintaining a high quality built and natural environment over the long term. <i>(Refer to Section 7.0 for detailed Industrial Land Use policies.)</i> |

3.2 Development Phasing

3.2.1 Objective:

To provide a rational and efficient phasing system for the servicing and development of urban land.

3.2.2 Policies:

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| <i>Phasing of Development</i> | a) | The phasing, servicing and development of land shall be in accordance with the Development Plan - Phasing Map. |
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Phasing Sequence Number 1 - indicates those areas considered to be suitable for development within the next five years.

Phasing Sequence Number II - indicates areas suitable for development beyond the next five years, but within the scope of this Plan.

Detailed Phasing

b) Detailed phasing of development within both Phase I and Phase II areas, shall be determined according to the following considerations:

- i) The need to promote a compact and orderly pattern of development;
- ii) The availability, capacity and economics of extending transportation services, utilities, and other services;
- iii) The ability of the City and relevant Boards of Education to provide required community and educational services;
- iv) The rates of development and land utilization in the City;
- v) The financial capacity of the City to support development in the general area; and
- vi) The overall concept plans and subdivision designs approved for the general area.

Once an area designated as Phase I has been approved for subdivision, and registered in the Land Titles Office, the Phase I designation may be removed from the affected area without formal amendment to this Plan.

Services Required for Development

c) Development of any particular lands shall be permitted only in areas where roads and utility services exist or have been authorized by Council and for which community facilities have been programmed. Development for non-residential purposes may be permitted in areas of the City that do not have access to a full range of services and utilities in order to recognize existing situations and to facilitate economic development opportunities, provided that development and servicing agreements have been entered into with the City.

Contiguous Development

d) Development shall generally take place in a contiguous manner. Non-contiguous servicing and development that would require the inefficient extension of municipal services and community infrastructure shall only be permitted where

it can be demonstrated there is a clear public interest.

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| <i>Development Phasing
Between SDA's</i> | e) | Residential development may occur simultaneously in more than one Suburban Development Area, subject to the approval of Council and the provisions of this Plan. However, neighbourhood development in one Suburban Development Area may be delayed until a neighbourhood in another Suburban Development Area is substantially completed if the development would require the inefficient extension of municipal infrastructure and community services. |
| <i>Development Phasing
Within SDA's</i> | f) | Within any one Suburban Development Area, residential development shall not be undertaken in any neighbourhood unless the preceding neighbourhood has been substantially completed, except where servicing limitations may confine current neighbourhood development options to one Suburban Development Area. |
| <i>Applications for
Annexation</i> | g) | Applications to alter municipal boundaries shall be reviewed in accordance with the policies of this Plan. |
| <i>Extension of Services
Beyond City Limits</i> | h) | <p>In order to develop and maintain an efficient and sustainable regional settlement pattern, the extension, distribution, or sale of services beyond the boundaries of the City shall be undertaken only under the following circumstances:</p> <ul style="list-style-type: none">i) no less than the full capital and operating costs of the services being provided are recovered;ii) the municipality or other jurisdiction receiving the service shall ensure that any benefiting development conforms to a rational long term land use and development strategy, that is economically, environmentally and socially sustainable; andiii) that the nature or volume of the service being provided will not place limitations on the provision of services within the City of Saskatoon, now or in the future. |

Specific agreements between the City and the affected municipality or other jurisdiction, may be entered into in order to clarify the intent and implementation of service extensions.

4.0 Land Use Designations

4.1 Land Use Map

Land use patterns and zoning districts shall conform with the designations shown on the Development Plan - Land Use Map.

4.2 Land Use Designations

The land use designations used in the Plan and incorporated on the Land Use Map are listed as follows:

- a) Residential
- b) Downtown
- c) Commercial
 - i) District Commercial
 - ii) Suburban Centre Commercial
 - iii) Arterial Commercial
 - iv) Special Area Commercial
- d) Suburban Centre
- e) Industrial
 - i) Business Park
 - ii) Light Industrial
 - iii) Heavy Industrial
 - iv) Environmental Industrial Park (EIP)
- f) Transitional Land Use Areas
- g) Special Use Areas
- h) Urban Holding Areas
- i) Direct Control Districts

5.0 Residential Land Use and Housing Policies

5.1 Neighbourhood Design and Development

5.1.1 Objective:

To develop sustainable neighbourhoods that offer a quality living environment, meeting the needs of a variety of household types and incomes, in an efficient and environmentally sensitive way.

5.1.2 Policies:

Neighbourhoods as Building Blocks

- a) Neighbourhoods shall be the basic unit of residential development, and form the building blocks from which the overall residential community is created. Neighbourhoods are generally designed to contain a population of about 5000 people, and shall be efficient to service and maintain over the long term. In the case of new neighbourhoods, a neighbourhood concept plan must be approved by Council prior to the neighbourhood being subdivided or developed.

Neighbourhood Density

- b) An overall density objective of at least five dwelling units per gross acre shall be encouraged in the review of neighbourhood concept plans and other major proposals for residential development, recognizing that infrastructure considerations, market forces, and other factors may call for alternative density levels.

Integrated Community Centre

- c) *Neighbourhoods shall contain the necessary number and type of dwelling units required to support centrally located elementary schools or an Integrated Community Centre. One-unit dwellings and other housing forms designed for households with children shall normally be situated within 700 metres walking distance of the schools or Integrated Community Centre.*

(Revised – Bylaw No. 8157 – November 18, 2002)

Alternative Neighbourhood Designs

- d) Notwithstanding Section 5.1.2 c), alternative neighbourhood design concepts may be developed where it can be demonstrated that economic, demographic, or market forces call for a neighbourhood form or size which may not be viable for the provision of elementary schools. Such neighbourhoods shall be suitably integrated within an overall Suburban Development Area concept plan and shall conform with all other relevant policies of this Plan, including Section 3.2.2 d).

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| <i>Street Layout</i> | e) | Streets in neighbourhoods shall be laid out and designed in such a manner as to promote traffic safety, with due regard to topography and shall normally be designed as local streets, served by appropriate collector streets. Traffic calming principles shall be employed in the design of neighbourhood streets. Arterial streets shall not normally bisect a neighbourhood. |
| <i>Transit Service/Routes</i> | f) | Neighbourhoods shall be designed so that collector streets can be used for transit routes. Wherever possible, transit service shall be provided within a walking distance of 450 metres of one-unit dwellings and townhouses, within 250 metres of medium and high density multiple-unit dwellings, and within 150 metres of special needs housing and other uses that generate high demand for transit services. |
| <i>Neighbourhood Commercial Sites</i> | g) | Neighbourhood commercial sites shall be provided, as necessary, to serve the daily convenience shopping needs of neighbourhood residents. <i>(Refer to Section 6.6 for related policies.)</i> |
| <i>Housing Variety</i> | h) | A variety of housing forms, densities and lot sizes, necessary to meet the needs of a range of household types and household incomes, shall be encouraged within each neighbourhood. The attainment of this policy guideline will be considered in the review of neighbourhood concept plans and other proposals for residential development. <i>(Refer also to Sections 5.2 and 5.3 for related policies.)</i> |
| <i>Subdivision Principles</i> | i) | The subdivision of land for residential purposes shall, insofar as possible, adhere to the following principles: <ul style="list-style-type: none"> i) In new neighbourhoods, any subdivision, or part thereof, shall be consistent with the overall Suburban Development Area Concept Plan and the Neighbourhood Concept Plan; and ii) In existing neighbourhoods, any subdivision, or part thereof, shall be compatible with the existing character and nature of the residential area. This shall be determined by examining the proposed subdivision in relation to the frontage, configuration and orientation of existing lots in the immediate area. |

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| <i>Respect Natural and Archaeological Resources</i> | j) | The development and subdivision of land in new and existing neighbourhoods shall respect the significant natural, archaeological, and environmental features of the area. (<i>Refer to Section 9.3 and 9.4 for related policies.</i>) |
| <i>Public Open Space</i> | k) | Public open space for parks, recreation and conservation purposes shall be provided as required for each residential development unit, and shall be based on the City's Parks and Recreation Open Space Policy, and Park Development Guidelines. (<i>Refer to Section 9.2 for related policies.</i>) |
| <i>Buffer Incompatible Uses</i> | l) | Residential uses shall be properly buffered from incompatible uses, railways and major roadways. New residential development shall not be permitted in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more. |
| <i>Location of MUD's</i> | m) | <p>The location of multiple-unit dwellings in new or existing areas of the City shall, wherever possible, adhere to the following principles:</p> <ul style="list-style-type: none">i) High and medium density multiple-unit dwellings shall generally be located in and near the Downtown and in Suburban Centres. High density multiple-unit dwellings may be located in other areas of the City where proximity to transportation, employment or other unique site attributes may apply;ii) Medium and low density multiple-unit dwellings are appropriate in neighbourhood locations, provided they are:<ul style="list-style-type: none">• located with satisfactory access to neighbourhood entry points and collector or arterial streets;• located with satisfactory access to public transit, parks, and other public amenities;• situated such that residential zoning districts of varying density provide a compatible gradation within the neighbourhood; and• in the case of medium density multiple-unit dwellings, they shall be clustered in a limited number of areas. |

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| <i>Infill Residential Development</i> | n) | Infill residential development shall be encouraged on vacant and underutilized lands in existing neighbourhoods, in accordance with Section 5.2 of this Plan. |
| <i>Barrier Free Neighbourhood Design</i> | o) | Public streets, sidewalks, walkways and other public areas shall provide reasonable accessibility to all persons, regardless of their physical abilities. |
| <i>Complementary Uses</i> | p) | The predominant use of land within neighbourhoods shall be residential. Neighbourhoods shall also permit a range of complementary institutional and community facilities that are compatible with and accessory to a residential environment. Examples may include places of worship, elementary schools, public libraries, community centres, public parks and recreation facilities, supportive housing forms, health services, other institutional uses, and neighbourhood commercial sites. These activities shall be compatible with the use and scale of the neighbourhood, shall provide a needed service to the area, and shall appropriately address issues of transportation, parking, and land use conflicts. |
| <i>Consistent Engineering and Servicing Details</i> | q) | In order to ensure consistent standards are applied over the time that an area is developed, all relevant planning, engineering, and servicing details for a neighbourhood or other area proposed for development shall be specified in the documentation attached to Council's approval of the area concept plan. |
| <i>Developers to Agree on Engineering Standards and Servicing</i> | r) | All developers in a neighbourhood or other area proposed for development shall be in agreement with any planning, engineering, and servicing details which deviate from the City's minimum standards. Such alterations shall be subject to the approval of the General Manager of the Planning and Building Department. |
| <i>Subdivisions to be Consistent With Area Concept Plan</i> | s) | Applications for subdivision shall be in conformance with approved neighbourhood or area concept plans. All relevant planning, engineering, and servicing details shall be consistent with those approved by Council, or amended from time to time by the General Manager, Planning and Building Department, and shall be outlined in a Development and Servicing Agreement between the developer and the City. |
| <i>Design Considerations for Integrating Storm Water Facilities and Parks</i> | t) | In the early stages of conceptual neighbourhood planning, due regard shall be given to ensuring that storm water basins are located at or near the centre of any proposed neighbourhood to facilitate integration with core parks.
(Revised - Bylaw No. 8155 – Nov. 4, 2002) |

5.2 Infill Housing Development

5.2.1 Objective:

To encourage infill residential development that:

- a) helps to meet the housing needs of a diverse population;
- b) makes efficient use of civic and community infrastructure; and
- c) recognizes the interests of local residents and the impact of development on neighbourhood character and infrastructure.

5.2.2 Policies:

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| <i>Context</i> | a) | Infill housing may consist of development on vacant or underutilized parcels of land in established neighbourhoods, the conversion of non-residential buildings and sites to residential use, or the redevelopment of existing residential properties. |
| <i>Compatibility of Low Density Infill Development</i> | b) | The compatibility of fully permitted low density residential development in established neighbourhoods shall be encouraged through appropriate development standards in the Zoning Bylaw. |
| <i>Impact Analysis</i> | c) | Infill housing proposals which involve an amendment to the Development Plan or Zoning Bylaw, an application for discretionary use, an application for subdivision, or a Development Appeal, shall be evaluated according to the following: |
| <i>Conformance with Plan</i> | i) | the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area concept plans, local area plans or local area design plans; |
| <i>Demand</i> | ii) | the need for the form of housing proposed and the supply of land currently available in the general area capable of meeting that need; |

<i>Transportation</i>	iii)	the capability of the existing roadway and public transit systems to service the proposal, and the adequacy of the proposed supply of on-site parking;
<i>Services</i>	iv)	the capability of existing community infrastructure including water and sewer services, parks, schools, and other utilities and community facilities;
<i>Scale and Compatibility</i>	v)	the compatibility of the proposal with the height, scale, and design of buildings in the surrounding neighbourhood, the continuity with the nearby residential streetscape and lotting patterns, and the overall compatibility with land uses in the general area;
<i>On-site Amenities</i>	vi)	the adequacy of proposed landscaping and screening, and preservation of existing vegetation;
<i>Heritage</i>	vii)	the preservation and integration of buildings considered to have historical or architectural significance;
<i>Housing Choice</i>	viii)	the need to provide a range of housing opportunities throughout the City; and
<i>Compact City Form</i>	ix)	the on-going need to promote a compact and efficient City form.
<i>Infill Residential Lots</i>	d)	This Plan supports the development of one-unit dwellings on existing lots with site areas that are less than that applicable to the surrounding area, provided these lots have frontages generally consistent with the lot frontages in the immediate area.
<i>Secondary Suites</i>	e)	A secondary suite shall be a permitted accessory use to a one-unit dwelling in all areas of the City where one-unit dwellings are permitted, with the exception of lots with a width of less than 11.43 metres, upon which a secondary suite may only be permitted at the discretion of City Council. Appropriate development standards intended to minimize land use conflicts shall be applied through the Zoning Bylaw. These include the maximum size of a secondary suite, appropriate off-street parking requirements, and other relevant standards. Appropriate building and plumbing code, and fire safety standards shall also be applied to the approval and construction of secondary suites.

5.3 Housing Supply and Maintenance

5.3.1 Objective:

To meet the demand for a broad range of dwelling types over the life of this Plan, to ensure that supportive housing resources are distributed evenly throughout the community, and to promote the maintenance of the City's housing stock to an acceptable standard.

5.3.2 Policies:

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| <i>Adequate Supply of Serviced Land</i> | a) | A supply of serviced residential land, sufficient to meet predicted market demand, shall be provided through the coordination of the Five Year Land Development Program, the Capital Budget process, and appropriate long range community planning. |
| <i>Housing Mix</i> | b) | The development of private and publicly owned residential lands shall provide a mix of housing types and forms reflective of the City's population profile, recognizing that this mix will vary somewhat by neighbourhood. The attainment of this policy guideline will be considered in the review of neighbourhood concept plans, and the on-going evaluation of applications for subdivision, rezoning and discretionary use. |
| <i>Supportive and Affordable Housing</i> | c) | The City of Saskatoon will continue to promote the long term supply of supportive and affordable housing, primarily through the Social Housing Advisory Committee (S.H.A.C.). |
| <i>Innovative Housing</i> | d) | Residential developments that offer innovative or alternative design features, and which broaden the range of supportive and affordable housing choices available to City residents, shall be facilitated where they are consistent with the policies of this Plan. |
| <i>Supportive Housing</i> | e) | Supportive housing forms and tenures, such as private and public care homes, custodial care facilities, child and adult day care, family shelters, and other forms of supportive housing will be facilitated in all areas of the City. The Zoning Bylaw will contain the densities, locations and development standards under which these uses may be established. |

Housing Maintenance

- f) The City of Saskatoon shall establish property maintenance standards and provide reasonable enforcement mechanisms to encourage acceptable housing conditions in terms of health, safety and appearance.

5.4 Home Businesses

5.4.1 Objective:

To facilitate economic development and foster entrepreneurship through home businesses that are clearly secondary to the residential use of the property and compatible with the surrounding residential environment.

5.4.2 Policies:

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| <i>Accessory Use</i> | a) | Home businesses shall be facilitated in dwelling units throughout the City, provided they are clearly secondary to the principal residential use of the dwelling unit. |
| <i>Compatibility</i> | b) | Home businesses shall be compatible with nearby residential properties and shall preserve the amenity of the overall residential neighbourhood. Home businesses shall not generate traffic, parking, noise, electrical interference, vibration, odour or other elements that are not normally found in the residential environment. |
| <i>Permitted Uses</i> | c) | The Zoning Bylaw shall specify the types of activities to be fully permitted as home businesses. Such uses are to be compatible with a residential environment and will not create land use conflicts. |
| <i>Discretionary Uses</i> | d) | Those types of home businesses that are generally compatible with a residential environment, but may contain aspects that are not acceptable in all locations, may be specified in the Zoning Bylaw as discretionary uses, and permitted only at Council's discretion. Time limits may be applied to the approval of these uses. |
| <i>Development Standards</i> | e) | The Zoning Bylaw shall contain development standards pertaining to permitted and discretionary home businesses, including standards for parking, use of accessory buildings, storage, product sales, resident and non-resident employees, number of business related vehicle trips per day, and other relevant matters. |

5.5 Core Neighbourhoods

5.5.1 Objective:

To recognize the historic and diverse residential land use character and future development potential of each Core Neighbourhood and to provide a range of densities and housing types compatible with that character and potential.

5.5.2 Policies:

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| <i>Core Neighbourhoods Defined</i> | a) | Saskatoon's Core Neighbourhood's include, Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana and Sutherland.

(Revised-Bylaw No. 7823-February 8, 1999) |
| <i>Distinct Policy Districts</i> | b) | It shall be the policy of the City to recognize the existence of distinct sub-areas, or policy districts, within each Core Neighbourhood and to follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district. |
| <i>Neighbourhood Land Use Policies</i> | c) | The individual neighbourhood boundaries and the specific land use policies and land use patterns for each Core Neighbourhood are contained in Section 19.1 of this Plan. The City shall follow the appropriate policies and implement the appropriate zoning controls in line with the character and potential of each policy district as stated therein. |
| <i>Core Neighbourhood Policy Updates</i> | d) | Comprehensive reviews and up-dates of the Core Neighbourhood land use and development policies shall be undertaken at intervals of approximately 10 years. More specific studies within the Core Neighbourhoods may be undertaken at more frequent intervals as circumstances require. |

5.6 Golf Course Communities

5.6.1 Objective:

To facilitate the development of Golf Course Communities in Saskatoon to allow for a greater range of housing options, maximize economic benefit to the Saskatoon region, and to mitigate the potential negative impact on servicing and pre-paid rates which this type of low-density development may exert in an urban context.

5.6.2 Policies:

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| Individual Design | a) | Each golf course community will be individually designed for local conditions. Individual project design, land use, phasing and related servicing will be controlled through a Direct Control District (DCD); |
| Servicing | b) | Golf course communities must be fully serviced with water and sewer connections; |
| Density | c) | Golf course communities, by their nature, are low density developments and will not be part of the City's overall density calculation for standard residential development; |
| Mix of Residential Developments | d) | Each golf course community may contain a mix of single family and multi-family developments; |
| Associated Developments | e) | Each golf course community may contain an associated commercial/retail development sufficient in size to serve the convenience needs of the golf course community residents; |
| Extension of City Services | f) | All proposals for new golf course communities must demonstrate that services can be economically extended to the community without reducing capacity in other planned residential areas of Saskatoon; |
| Services Provided By City | g) | <p>The City will provide the following services upon development:</p> <ul style="list-style-type: none"> (i) water supply; (ii) sanitary sewer; (iii) police protection; and (iv) fire protection. |

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| Other Services | h) | Typical Residential services such as, but not limited to, internal water and sewer, roadways, garbage collection, street cleaning, snow removal, transit and maintenance of parks and open space, shall be the responsibility of either a Bareland Condominium Association or Homeowners Association depending on the specific design characteristics of the development. |
| Costs, Levies & Fees | i) | All costs, levies and fees related to individual project development will be established in the Direct Control District and subsequent Development Agreements. Levy surcharges may be imposed over and above the standard Prepaid Servicing Rates to defray the cost of offsite servicing. The offsite servicing may include, but will not be limited to, Trunk Sewers, Primary Watermains, Lift Stations and Arterial Roadways. |
| Market Studies | j) | A market projection or market demand study must be submitted with each application for development. |
| Phasing | k) | Individual phasing approvals will be controlled by City Council through a Direct Control District (DCD). Golf Course Communities may be considered as exceptions to the Five (5) Year Land Development Program only after it is clearly shown that the form of development and intended market of the Golf Course is unique, and limited in size and scope such that it does not directly compete with other standard or traditional style developments contained in the Five Year Land Development Program. The uniqueness of the Golf Course Community will be measured by considering development factors including, but not limited to: minimum and average lot size, price, density, market niche, build-out period, and housing form. |

(Revised - Bylaw No. 8041 - July 16, 2001)

6.0 Commercial Land Use Policies

6.0.1 Objective:

To maintain a hierarchy of planned commercial focal points throughout the community, including a strong Downtown and appropriate allocations of commercial activity in other nodes and corridors based on defined trade area requirements and locational policies.

6.1 The Downtown

6.1.1 Objectives:

- a) To ensure the Downtown remains the centre and heart of the financial, administrative, cultural and commercial activities of the City and Region;
- b) To ensure the Downtown is an attractive, functional, and vibrant place; and
- c) To encourage a significant share of the City's overall housing development to take place in the downtown.

6.1.2 Policies:

6.1.2.1 Downtown Land Use Pattern

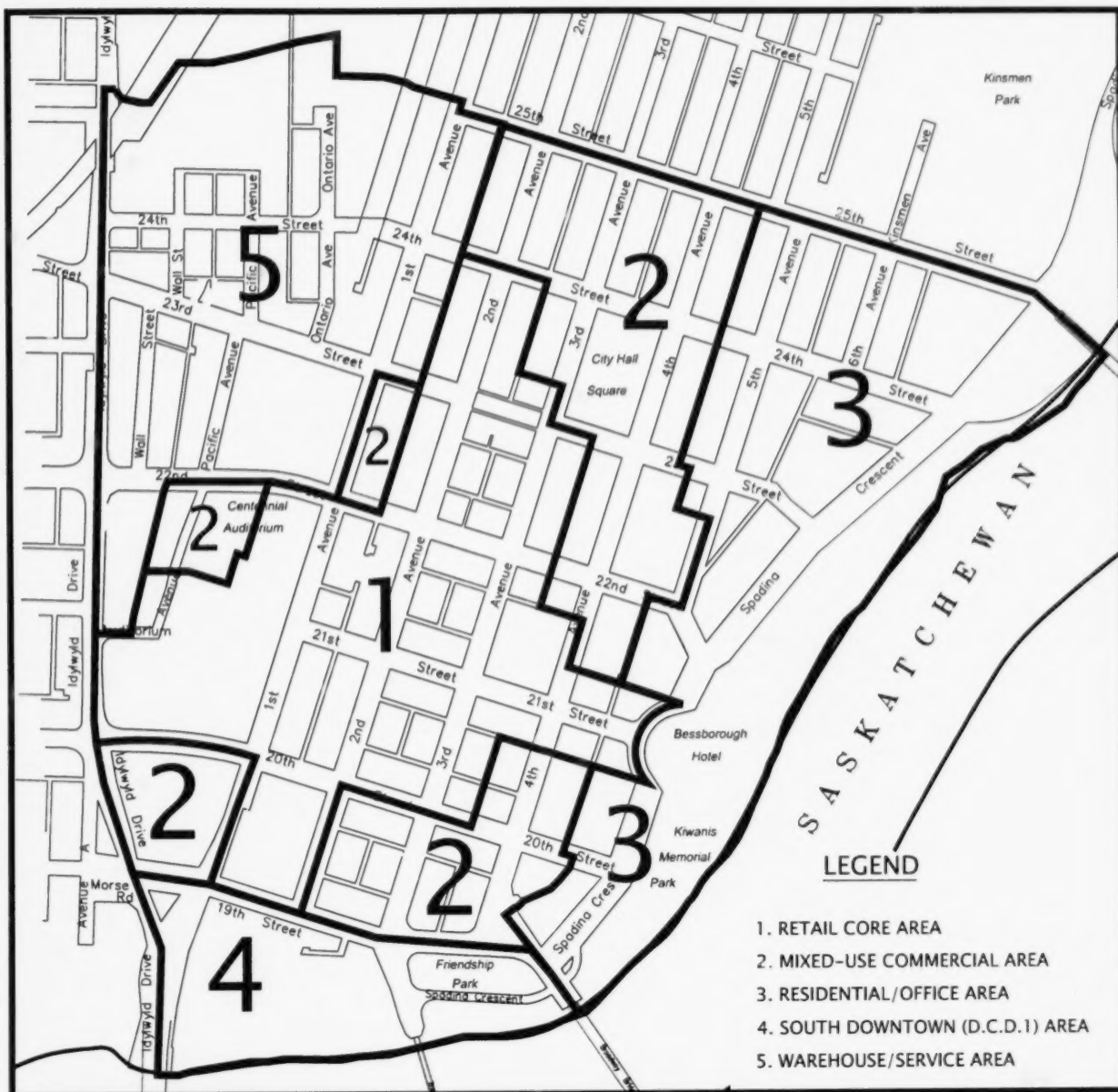
Downtown Land Use Pattern

- a) The Downtown land use and zoning pattern shall follow the general direction provided by the Downtown Land Use Map. The intended use-areas include:
 - i) **Area 1 - Retail Core Area:** This is the primary retail area for the Downtown. In addition to a mix of office, business and residential uses on upper floors, this area is intended to provide leasable space at grade level, occupied primarily by retail and service uses.
 - ii) **Area 2 - Mixed-Use Commercial Area:** This area is intended for a mix of businesses, including office, retail and service uses. Residential development is also accommodated in this area.

- iii) **Area 3 - Residential/Office Area:** This area is intended as one of the primary residential precincts within the Downtown, in addition to permitting a variety of office and institutional uses complementing the riverbank.
- iv) **Area 4 - South Downtown (DCD1) Area:** The South Downtown area is intended to accommodate a variety of activities which will complement both the riverbank and the Downtown. *(Refer to Section 19.2 for detailed development policies.)*
- v) **Area 5 - Warehouse/Service Area:** This area is intended to accommodate a variety of industrial, entertainment, and service uses. This area is also intended to facilitate residential developments attracted by the historical character of the area buildings.

*Downtown Development
Densities*

- b) In general, the highest development densities in the City will be facilitated in the Downtown, reflected by the overall zoning pattern.



DEVELOPMENT PLAN - DOWNTOWN LAND USE MAP



Downtown Map

6.1.2.2 Retail Development

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| <i>Downtown Retail</i> | a) | The Downtown is to remain as the principal focus for retail and related commercial development for the City and Region. The long term viability of retail and commercial activity in the Downtown will be a factor in the evaluation of major retail and commercial developments taking place throughout the City. |
| <i>Land Use Inventory</i> | b) | In order to facilitate appropriate market analysis, the City shall continue to monitor commercial land use in the Downtown and throughout the City. |
| <i>Retail at Grade</i> | c) | A convenient and attractive shopping environment shall be provided in the Retail Core Area by encouraging continuous retail and service uses with doorways and display windows at grade level. |
| <i>Pedestrian Amenities</i> | d) | The provision of pedestrian amenities shall be promoted in the Retail Core Area, including decorative paving, awnings, street furniture, enhanced lighting, bus shelters where appropriate, and other measures to create an enjoyable pedestrian environment. |

6.1.2.3 Downtown Housing

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| <i>Support for
Downtown Housing</i> | a) | Whenever possible, the City shall support the development of Downtown housing through a variety of means including flexible development regulations, consideration of rezoning applications, the provision of residential amenities, and the on-going upgrading of municipal infrastructure. |
| <i>Conversion to
Residential Uses</i> | b) | The City supports the conversion of commercial and industrial buildings to residential use where issues related to land use conflicts, potential environmental contamination, parking, National Building Code requirements, and fire safety can be resolved. The Zoning Bylaw shall facilitate the location of required parking for converted buildings on nearby sites. |
| <i>City Land Assembly</i> | c) | The City shall continue to assist in the assembly of land for public and private housing projects in the Downtown. |
| <i>Residential Amenities</i> | d) | The City shall continue to provide adequate community amenities and facilities to meet the needs of a Downtown |

residential population, including parks, street trees, pedestrian amenities, a viable transit system, public library, and other cultural and entertainment facilities.

Diversity of Development e) A variety of building sizes, types and ages shall be maintained in the Downtown in order to provide a diversity of development and to meet the needs of a variety of residents.

Heritage Buildings f) The Zoning Bylaw may provide bonus provisions and flexible development standards for the conversion of designated heritage buildings into residential units.

6.1.2.4 Transportation

Roads to Downtown a) The City shall maintain a system of access roads to assure a free flow of private, public and service vehicles to and from the Downtown.

Downtown Streets b) The street system within the Downtown shall facilitate appropriate access and movement for both pedestrians and vehicles. Wherever possible, through-traffic shall be channelled away from areas intended to serve primarily retail or residential uses.

Public Transit c) The Downtown shall remain as the principal hub for Public Transit in the City, with a high level of service provided from all areas of the community.

Transportation Corridors d) When appropriate, abandoned rail lines shall be examined for use as future transportation corridors to link Suburban Development Areas with the Downtown.

Promote Cycling e) The establishment and enhancement of cycling routes to the Downtown, and the promotion of cycling as a viable means of transportation to the Downtown, shall be an on-going objective of the City of Saskatoon.

6.1.2.5 Parking

Downtown Parking Standards a) The Zoning Bylaw shall contain appropriate parking standards for Downtown Development.

Downtown Parking Plan b) The City shall prepare and maintain a Downtown Parking Plan to address the supply and demand for parking, parking

rates, and the City's role in the provision of parking lots, structures, and on-street parking.

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| <i>Entry Points to Parking</i> | c) | Entry and exit points to parking facilities shall be situated to reduce vehicular congestion and avoid conflicts with pedestrians. |
| <i>Parking Lot Screening</i> | d) | Surface parking lots shall be suitably screened with landscaping and/or fencing. |

6.1.2.6 Infrastructure

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| <i>Downtown Infrastructure</i> | a) | The City shall continue to maintain a long-term infrastructure rehabilitation and replacement program. Wherever possible, these improvements shall be coordinated with streetscape enhancements. |
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6.1.2.7 Downtown Image and Design

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| <i>Downtown Design Principles</i> | a) | Through the development review, design review and capital budget processes, the following design principles shall be pursued in the Downtown: |
| <i>Downtown Entrance Points</i> | i) | The principle entrance points to the Downtown shall be defined and strengthened. |
| <i>Cooperation with MVA</i> | ii) | The City shall continue to work with the Meewasin Valley Authority to protect and appropriately develop the resources of the River Valley in the Downtown Area. |
| <i>Public Art in the Downtown</i> | iii) | "Art in Public Places" shall be encouraged throughout the Downtown, and in other B.I.D. Areas. |
| <i>Activity and Variety</i> | iv) | The qualities of activity, variety and visual enjoyment shall be encouraged in the Downtown. |
| <i>Efficient Use of Land</i> | v) | The most productive and efficient use of land shall be encouraged in the Downtown. |
| <i>Open Space and Amenities</i> | vi) | Open space and pedestrian amenities shall be provided in the Downtown by: <ul style="list-style-type: none"> • designating appropriate areas for park space; |

- encouraging the private sector to incorporate open space and other pedestrian amenities into major development projects in the Downtown; and
- where appropriate, providing plazas, courtyards and other public spaces along sidewalks and lanes in the Downtown.

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| <i>Safety</i> | vii) | Safety in urban design shall be promoted by reviewing proposed developments relative to personal safety, security concerns, and emergency services; and |
| <i>Vistas</i> | viii) | Important vistas in the Downtown, identified through appropriate design studies, shall be conserved, enhanced and created. |

6.1.2.8 Pedestrian Environment

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| <i>Pedestrian Environment</i> | a) | A pedestrian-oriented environment shall be developed in the Downtown which is efficient, aesthetically pleasing, and promotes public safety. |
| <i>Weather Protected Walkways</i> | b) | A walkway system shall be encouraged over time, which includes landscaped sidewalks and lanes, as well as grade level interior walkways as part of major developments, in selected locations. |
| <i>Corner Set-Backs</i> | c) | The Zoning Bylaw shall contain provisions for buildings to include "corner set-backs" at major intersections to reduce wind tunnel effects, to open vistas, and to enlarge pedestrian circulation and amenity spaces. |

6.1.2.9 Heritage Resources

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| <i>Heritage Properties</i> | a) | Through the Civic Heritage Policy, the City shall develop programs and incentives to conserve heritage properties. |
| <i>21st Street</i> | b) | In recognition of 21st Street's role in the history of Downtown, developments along this street shall generally complement the character of existing buildings and streetscape enhancements, while promoting a human scale and pedestrian oriented environment. |

6.2 Suburban Centre Commercial Areas

6.2.1 Policies:

*Suburban Centre
Commercial Areas*

- a) Suburban Centre Commercial Areas provide a broad range of shopping centre services and associated commercial activities necessary to meet the needs of the population within the Suburban Development Area. The land area allocated for Suburban Centre Commercial use shall be determined by:

- i) the needs of the Suburban Development Area population;
- ii) the supply and demand for retail and commercial space on a City-wide basis; and
- iii) the potential effect on the viability of downtown retail development.

Locational Criteria

- b) A Suburban Centre Commercial Area shall form part of the Suburban Centre, and shall be readily accessible to all parts of the Suburban Development Area by way of arterial roads and public transit.

6.3 Special Area Commercial

6.3.1 Policies:

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| <i>Special Area Commercial</i> | a) | The Special Area Commercial designation is intended for commercial areas that because of unique attributes such as location, type of use, or development history, do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area. |
| <i>Land Allocation</i> | b) | The amount of land allocated to the Special Area Commercial designation shall be determined by the anticipated need for retail and commercial space on a City-wide basis, the potential effect on the viability of retail and commercial activity in the downtown, the compatibility with surrounding uses of land, and the ability of the area to be served by transportation, public transit, and public utilities. |
| <i>Historic Commercial Areas</i> | c) | The Special Area Commercial designation has been applied to certain commercial lands along 20 th Street, 33 rd Street, Central Avenue and Broadway Avenue, primarily due to their long and unique development history. In general, these areas contain a built form which is oriented to pedestrians, with limited front or side yard setbacks, and with a relatively high density of development. As a consequence, the Zoning Bylaw shall prescribe development standards for these areas which reflect their unique character, while also promoting compatibility with surrounding residential land use. |

Specific local area plans or design studies may also be undertaken in these areas to further define future land use patterns and design and development standards.

6.4 Arterial Commercial Areas

6.4.1 Policies:

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| <i>Arterial Commercial</i> | a) | Arterial Commercial Areas shall include those business uses normally located along highways, major roadways and in other locations considered strategic by the class of business involved, serving those persons primarily shopping by car. |
| <i>Location and Distribution</i> | b) | <p>Arterial Commercial Areas shall be regulated as to their site areas and their location and distribution by the following principles:</p> <ul style="list-style-type: none"> i) Arterial Commercial Areas shall be located on or adjacent to arterial streets; ii) The number of such areas permitted shall be related to the need for the particular type of service and to its potential influence or effect upon the function of the Downtown and upon other commercial areas; and iii) Compatibility with surrounding uses of land. |
| <i>Discourage Continuous Strip Development</i> | c) | In general, Arterial Commercial Areas shall be approved only in such numbers and locations as to discourage the extension of continuous strip development along arterial streets. |
| <i>Development Standards</i> | d) | The Zoning Bylaw shall set development standards for Arterial Commercial Areas so as to provide for building setbacks, off-street parking and loading facilities, signage, landscaping and other relevant standards intended to minimize interference with traffic on the arterial streets and enhance the environment of the area. |
| <i>Vehicle Sales Malls</i> | e) | In order to promote the infilling of more centrally located arterial commercial areas for retail use, zoning agreements may be used to facilitate the creation of planned and strategically located arterial commercial areas to be used exclusively for vehicle sales and service. Permitted uses may include new or used automobile, marine, farm implement, recreational and trailer coach sales lots and associated public garages. Discretionary uses may include those uses related to the servicing and repair of vehicles. |

6.5 District Commercial Areas

6.5.1 Policies:

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| <i>District Commercial Areas</i> | a) | District Commercial Areas are intended to provide a level of service and a range of commercial uses above that found at the neighbourhood level, but less than that found at the Suburban Centre Commercial Area. Possible uses include retail stores, restaurants, service stations, small shopping centres, medical clinics and related health services. District Commercial Areas shall be of a size sufficient to serve the needs of from two to five neighbourhoods. |
| <i>Locational Criteria</i> | b) | District Commercial Areas shall generally be located at the intersection of Arterial roads or Collector roads, and shall be in close proximity to existing or planned public transit routes. |
| <i>District Village Commercial Areas</i> | c) | District Commercial Areas, which because of existing or proposed site and building configurations are significantly oriented to pedestrians, may be designated as District Village Commercial Areas. District Village Commercial Areas may have development standards for building setbacks, off-street parking, site coverage and density which are more flexible than standard District Commercial Areas. The intent is to encourage development adjacent to the sidewalk, provide a stimulating pedestrian environment, and create a form of commercial development that encourages alternative forms of transportation. Such areas shall be designated by the symbol "DVC" in conjunction with the District Commercial Area land use designation. |

6.6 Neighbourhood Commercial Areas

6.6.1 Policies:

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| <i>Neighbourhood Commercial</i> | a) | Neighbourhood Commercial sites shall be provided in each neighbourhood, as necessary, to serve the daily convenience needs of the residents in the neighbourhood. Possible uses include retail stores, personal service trades, professional offices, and small shopping centres. |
| <i>Locational Criteria</i> | b) | Neighbourhood Commercial sites shall be located along collector or arterial roadways. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties, but at the same time, provide convenient access to neighbourhood patrons. |
| <i>Development Standards</i> | c) | The Zoning Bylaw shall contain development standards for Neighbourhood Commercial sites, including parking, landscaping, signage, intensity of development, and other matters with the objective to minimize land use conflicts. |
| <i>Zoning Designations</i> | d) | No specific Neighbourhood Commercial Land Use classification is shown on the Development Plan - Land Use Map. Neighbourhood Commercial zoning designations are permitted within the Residential Land Use classification as shown on the Land Use Map. B1A and B1 zoning districts shall normally be applied to neighbourhood commercial sites. B2 zoning districts may be maintained on certain neighbourhood commercial sites in recognition of historical zoning patterns. |

7.0 Industrial Land Use Policies

7.0.1 Objectives:

- a) To promote economic development by providing an adequate supply of industrial land, in locations and in industrial use categories that are consistent with market requirements; and
- b) To ensure that industrial activity is consistent with maintaining a high quality built and natural environment over the long term.

7.1 General Policies

7.1.2 Policies:

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| <i>Adequate Supply of Serviced Land</i> | a) | An adequate supply of serviced industrial land shall be facilitated through the coordination of the Five Year Land Development Program, the Capital Budget process, and appropriate long range community planning. |
| <i>Industrial Use Categories</i> | b) | The Plan contains four classifications of industrial use, including Business Park, Light Industrial, Heavy Industrial, and Environmental Industrial Park (EIP). These classifications are intended to clearly define the four general categories of industrial use in Saskatoon, and to facilitate new forms of economic development. |
| <i>Location of Industrial Use</i> | c) | The various classifications of industrial land use shall be situated throughout the City according to their respective locational requirements and potential effects on other land uses. Where industrial uses are considered incompatible with residential uses, they shall be segregated wherever possible, and in such cases screening by landscaping, buffer strips, berming or separation by transitional use may be required. |
| <i>Retail in Industrial Areas</i> | d) | <p>Areas designated for industrial use are intended to facilitate economic growth and employment through industrial development. Retail uses in industrial areas shall generally be limited to:</p> <ul style="list-style-type: none"> i) those retail activities which serve the industrial area; |

- ii) showrooms and sales areas in association with manufacturing, warehousing, and other permitted uses; and
- iii) retail stores and services which are not of a scale to influence other retail markets in the City.

Discretionary Retail Uses

- e) Retail uses which serve primarily the City-wide or regional consumer market and are large enough to influence other retail markets in Saskatoon, may be permitted in areas designated for industrial use subject to the discretion of Council. In the review of such applications, Council shall consider:
 - i) the amount of commercial land that is currently available to accommodate the proposed use;
 - ii) the market influence of the proposal on the viability of the downtown and other existing retail and commercial areas;
 - iii) the effects of the proposal on the functioning of the existing roadway system;
 - iv) the ability to serve the proposal with transportation, public transit and other public utilities;
 - v) the compatibility of the proposal with surrounding land uses; and
 - vi) the overall quality of site and building design.

7.2 Business Park

7.2.1 Objective:

To facilitate economic development by providing business parks to meet the demand for a high quality business and industrial park environment.

7.2.2 Policies:

General Context

- a) Business Parks are intended to accommodate business and light industrial uses which are seeking a high quality environment with respect to overall site and building design. This category of industrial use complements the more traditional forms of industrial development by providing an overall setting with a prestigious and distinct identity. Business Parks shall be sufficient in size to form a comprehensively planned area.

Uses Permitted

- b) Business Parks shall permit uses such as business service, advanced technologies, research and development, light manufacturing, prototype development, related office uses, and compatible industrial activities. Business Park uses shall not create land use conflicts related to smoke, noise, vibration, dust, odour or potential environmental contamination during their normal course of operations, and therefore, may be located adjacent to residential areas.

Development Standards

- c) The physical design of Business Parks shall include a high standard of design for buildings, fully landscaped sites, screened parking and loading areas, an absence of outdoor storage, and an overall quality of site development that is superior to Light or Heavy Industrial areas. The land owners in a proposed Business Park may be required to enter into an agreement to ensure consistent standards with respect to all planning, engineering, servicing and design details over the entire Business Park development area.

Business Park Location

- d) Business Parks shall be strategically located with adequate access to transportation, utilities, and public transit. Proximity to the Airport, the University, or Innovation Place would also be desirable for future Business Parks.

7.3 Light Industrial

7.3.1 Objective:

To facilitate mainstream industrial development that does not create land use conflicts in the normal course of operations.

7.3.2 Policies:

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| <i>Uses Permitted</i> | a) | Light Industrial areas shall permit a variety of industrial uses, including manufacturing, assembly and repair, warehousing, wholesale distribution, and limited retailing. These activities are normally carried on indoors, although outdoor storage is also permitted. Light industrial land uses shall not normally create land use conflicts due to excessive noise, vibration, dust, smoke, or odour. As a result, Light Industrial areas may be located adjacent to residential areas, although some form of buffering may be required. |
| <i>Public Assembly Uses</i> | b) | In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses shall be permitted in Light Industrial areas only at the discretion of Council. |
| <i>Development Standards</i> | c) | Appropriate development standards for Light Industrial areas shall be applied through the Zoning Bylaw respecting parking, loading, landscaping, signage, building setbacks, and all other relevant standards. |
| <i>Transitional Use</i> | d) | Light Industrial lands may act as a buffer or transitional area between more intensive industrial uses and incompatible uses, such as residential areas. |

7.4 Heavy Industrial**7.4.2 Objective:**

To facilitate industrial development, including manufacturing and processing, that has the potential to create land use conflicts in the normal course of operations.

7.4.2 Policies:

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| <i>Uses Permitted</i> | a) | Heavy Industrial areas shall permit those industrial land uses and processes that may create land use conflicts with regard to vibration, noise, dust, smoke, or odour. As a result, Heavy Industrial areas should not normally be situated adjacent to Residential or Business Park land use designations. |
| <i>Public Assembly Uses</i> | b) | In order to minimize land use conflicts with potentially hazardous industrial activities, certain public assembly uses shall be permitted in Heavy Industrial areas only at the discretion of Council. |
| <i>Development Standards</i> | c) | Appropriate development standards for Heavy Industrial areas shall be applied through the Zoning Bylaw respecting parking, loading, landscaping, signage, buffering, building setbacks, and all other relevant standards. |
| <i>Heavy Industrial Location</i> | d) | Heavy Industrial areas shall generally be well removed from residential areas and concentrated in a minimal number of separate locations. In general, new Heavy Industrial areas shall be confined to the North Industrial area of the City. |
| <i>Significant Use Conflicts</i> | e) | Care shall be taken in the siting of industrial uses that normally create very significant land use conflicts with regard to noise, vibration, smoke, dust, odour or potential environmental contamination. Such uses shall be encouraged to find a location that maximizes separation from residential areas, and at the same time, can be provided with necessary services in an economical fashion. |

Historical Situations

- f) The Heavy Industrial classification may remain in some older industrial areas to accommodate historic land use patterns. However, in order to minimize land use conflicts between existing Heavy Industrial areas and nearby Residential Areas, the redesignation of Heavy Industrial areas to other land use classifications shall be encouraged as opportunities present themselves.

7.5 Environmental Industrial Park (EIP)

7.5.1 Objective:

To facilitate economic development for the safe storage, handling, and processing of dangerous or hazardous products.

7.5.2 Policies:

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| <i>General Context</i> | a) | The EIP classification is intended to accommodate those industrial uses which are required to meet strict environmental criteria. |
| <i>EIP Location</i> | b) | Lands to be designated for EIP development shall have locational characteristics that enhance public and environmental safety, and have geophysical, bio-physical and surficial characteristics that will maximize the ability of emergency service response, and limit human and environmental risk. |
| <i>Permitted Uses</i> | c) | EIP's shall accommodate industrial uses which transport, store, formulate, process and use chemical-based products for a wide range of activities. The type of occupancy intended for an EIP normally includes those operations that store dangerous goods in quantities above the Small Quantities Exemptions as determined by the <i>Hazardous Substances and Waste Dangerous Goods Regulations</i> , Chapter E-10.2, Reg 3. |
| <i>Prohibited Uses</i> | d) | The following activities are prohibited in an EIP: <ul style="list-style-type: none"> i) the disposal of waste dangerous goods as defined in Section 3 of <i>The Hazardous Substances and Waste Dangerous Goods Regulations</i>, including "indefinite storage" as defined and determined therein; and ii) public assembly uses. |
| <i>Use Stratification</i> | e) | All uses contained within an EIP shall be sited according to a stratification principle. Stratification means the siting of industrial uses and facilities which store and handle dangerous goods at progressively greater distances from public assembly uses. The prescribed distances shall be based on the degree of risk such inventory poses to the public. CANUTEC's <u>Initial Emergency Response Guide</u> . |

1992 has been adopted as the initial test of appropriate separation distances within the EIP. Stratification will allow a case by case analysis of siting requirements to ensure separation distances appropriate for each occupancy.

Concentration of Uses

- f) Permitted uses shall be concentrated within each strata as much as possible to allow for the efficient provision of infrastructure, emergency services, and access to transportation links on dangerous goods routes.

Environmental Assessment Act

- g) Proposed developments within the EIP are subject to the Provincial *Environmental Assessment Act* and any other Provincial requirements prior to municipal approvals being issued.

Other Applicable Legislation

- h) Notwithstanding compliance with the Development Plan and Zoning Bylaw, Development Permits for individual development sites and facilities within an EIP shall be reviewed for compliance with:

- i) *The Environmental Management and Protection Act;*
- ii) *The Dangerous Goods Transportation Act;*
- iii) *The Fire Prevention Act;*
- iv) The Saskatchewan Fire Code Regulations;
- v) Saskatoon's Fire Prevention Bylaw which adopts the National Fire Code, and Saskatoon's Transportation of Dangerous Goods Bylaw; and
- vi) The National Building Code.

EIP Uses in Other Areas

- i) EIP uses in existing Industrial designations and zones will continue to be permitted provided they comply with the *Hazardous Substances and Waste Dangerous Goods Regulations*. Public assembly uses in existing Industrial designations and zones are permitted subject to the separation distances set out in the *Hazardous Substances and Waste Dangerous Goods Regulations*.

8.0 Holding Areas

8.0.1 Objective:

To identify areas within the City limits where the future use of land or the timing of development is uncertain due to issues of servicing, transitional use, or market demand.

8.1 Urban Holding Areas

8.1.1 Policies:

Context

- a) Urban Holding Areas may include:
 - i) Lands which are capable of being serviced with a full range of utilities, but for which no overall concept plan has been approved for the general area; or
 - ii) Lands which are not readily capable of being serviced with a full range of utilities, and for which no concept plans have been approved for the general area.

Permitted Uses

- b) Agricultural uses and related rural activities may be permitted in Urban Holding Areas. Such areas may only be used for urban purposes upon amendment to the Development Plan - Land Use Map, Development Plan - Phasing Map, and the provision of the necessary City and community services.

8.2 Transitional Land Use Areas

8.2.1 Policies:

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|----------------------------|----|---|
| <i>Context</i> | a) | Transitional Land Use Areas include those parts of the City where significant land use changes are expected to occur and where additional studies may be required to determine appropriate future land use and development. |
| <i>Interim Development</i> | b) | In advance of studies to determine future land use patterns, development may take place in accordance with existing zoning patterns. However, the use of the holding symbol "H" may further limit current development. (Refer to Section 18.1.4 of this Plan) |
| <i>Rezoning Requests</i> | c) | Requests for rezoning shall normally conform to the long range land use pattern for the area. In advance of studies to determine future land use patterns, requests for rezoning may be considered subject to Section 18.1.2 of this Plan. |

9.0 Parks and Open Space

9.1 Riverbank Stewardship

9.1.1 Objective:

To protect and enhance the South Saskatchewan River Valley for the enjoyment of present and future generations.

9.1.2 Policies:

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|-----------------------------|----|---|
| <i>Riverbank Protection</i> | a) | For the purpose of protecting or conserving the natural, historical and recreational features of the Riverbank Area of the South Saskatchewan River, the Riverbank Area shall, insofar as possible, be dedicated as Municipal Reserve or Environmental Reserve under the provisions of <i>The Planning and Development Act, 1983</i> as amended. Furthermore, the banks of the South Saskatchewan River shall, insofar as possible, be conserved as public open space for the benefit of all citizens. The development of the Riverbank Area for visual amenity and public recreation shall be undertaken in a manner that enhances and complements the natural and historical features of the riverbank. |
| <i>Coordination</i> | b) | The City of Saskatoon shall continue to work in partnership with the Provincial Government and the University of Saskatchewan, through the Meewasin Valley Authority (MVA), and with the Rural Municipality of Corman Park, to maintain and conserve the South Saskatchewan River Valley within the City and Region. |
| <i>Development Review</i> | c) | The City of Saskatoon and the MVA partners shall work towards clarifying jurisdictions in the Riverbank Area, and in other areas in the vicinity of the South Saskatchewan River Valley. |

9.2 Parks and Recreation Open Space

9.2.1 Objective:

To provide parks and recreation open space sufficient to meet the needs of Saskatoon's residents, ensuring that these resources are distributed throughout the City in a fair and equitable manner.

9.2.2 Policies:

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|---------------------------|----|---|
| <i>General Allocation</i> | a) | For the purposes of establishing a desirable standard for public open spaces within the City of Saskatoon, a ratio of four (4) hectares of public open space for every one thousand (1000) persons shall be considered adequate and reasonable. Such public open spaces may include Municipal Reserves and such other publicly owned areas as are dedicated or assigned to fulfilling the needs of public enjoyment and recreation. Streets and lanes shall not be considered as public open space. |
| <i>Park Development</i> | b) | The sizing, use, allocation and development of parks and recreation open space shall conform to the City of Saskatoon's Parks and Recreation Open Space Policy and the Park Development Guidelines Policy. [Refer to City Council Policy #C10-017 and Administrative Policy #A10-017 for further information.] |
| <i>Park Deficiencies</i> | c) | The City shall facilitate the acquisition of lands for new parks in neighbourhoods with identified deficiencies, as well as the upgrading of existing parks, on a priority basis, as opportunities present themselves. Funding for such park improvements may originate from a variety of sources including the Dedicated Lands Account, Local Improvement Act provisions, and the Capital Budget process. |
| <i>Park Linkages</i> | d) | Parks and natural areas shall be linked in a continuous public open space system wherever possible. |
| <i>Joint-Use Parks</i> | e) | Agreements to facilitate the joint use of parks and open spaces by the City, the various Boards of Education, and other public agencies shall be encouraged. |

*Storm Water Basins -
District, Multi-District and
Special Use Parks*

- f) Due regard shall be given to locating District, Multi-District and Special Use Parks adjacent to storm water basins and drainage swales to facilitate integration.
(Revised – Bylaw No. 8155 - Nov. 4, 2002)

*Storm Water Management
and Municipal Reserve*

- g) Municipal Reserve may be used to convey storm water runoff to storm water storage basins and act as temporary water storage to allow water detention for a temporary period of time after a storm event. Municipal reserve land and land held for storm water management facilities will be integrated in all cases where circumstances permit. Storm water facilities, where located adjacent to parks, must be treated in a manner that complements the park development. The integration of these two land uses must be undertaken in accordance with the provisions of the Park Development Guidelines (Administrative Policy No. A10-017). Planning and development of all integrated sites will be a collaborative process involving the neighbourhood developers and the City administration. Funding for the construction and subsequent maintenance of the storm water management facilities on integrated sites must be one of the subjects of this consultative process and subsequent agreement. The developer will be required to pay the cost of required landscape plans for the storm water management facility on integrated sites.
(Revised – Bylaw No. 8155 – Nov. 4, 2002)

9.3 Conservation of Natural Areas and Archaeological Sites

9.3.1 Objectives:

- a) To identify and protect important ecosystems and other natural areas and archaeological sites, as part of the land development process;
- b) To enhance the beauty and enjoyment of the City and Region; and
- c) To conserve the biodiversity of both plant and animal life for the enjoyment of present and future generations.

9.3.2 Policies:

Responsibility

- a) The long-term preservation and protection of natural features is a responsibility of local residents, property owners, government agencies, and the private sector.

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|--|----|---|
| <i>Identification of Natural Areas</i> | b) | The City shall maintain a current inventory of remaining natural areas, as well as archaeological and paleontological sites, within the City and immediate area. |
| <i>Analysis of Natural Areas</i> | c) | As part of the suburban development area, neighbourhood, or industrial area concept plan design process, a general screening shall be undertaken for important natural areas, features, or archaeological sites. If deemed appropriate, more detailed analysis of natural areas or features shall be undertaken by a qualified consultant, acceptable to both the City of Saskatoon and the developers, with all costs borne by the affected developers. |
| <i>Protection of Natural Areas</i> | d) | The conservation or mitigation for loss of important natural areas, features or archaeological sites shall be considered in the review of suburban development area, neighbourhood, or industrial area concept plans, subdivision applications, and proposals to include lands within Phasing Sequence I of the Development Plan - Phasing Map. |
| <i>Interim Use</i> | e) | In advance of a neighbourhood or industrial area concept plan, subdivision plan, or development permit for a permanent use being approved for an area, any application to excavate, strip, grade, or remove vegetation from the land shall require a development permit issued under the Zoning Bylaw. The Development Officer shall issue a development permit when satisfied that the excavation, stripping, grading or removal of vegetation is necessary for the interim use, development, or maintenance of the subject land, considering the need to conserve important natural areas and vegetation, the maintenance of effective drainage patterns, and the health and safety of persons in the area. |
| <i>Integrated Open Space</i> | f) | Wherever possible, important natural areas, features and systems shall be integrated into new development areas and form part of the park and open space system, including the retention of natural corridors and natural ponding areas. |
| <i>Municipal Ownership</i> | g) | Wherever possible, natural areas of significant value shall be placed in public ownership. |

9.4 Urban Forestry

9.4.1 Objective:

To ensure the perpetuation of the urban forest through new planting, and the protection and maintenance of existing trees throughout the City.

9.4.2 Policies:

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|------------------------------|----|--|
| <i>Promotion</i> | a) | The City shall promote the establishment, maintenance, and enhancement of a diverse network of forest vegetation, consisting of trees and other plant material on private property, boulevards, buffers, parks and open space, the riverbank, and afforestation plots. |
| <i>Continuity</i> | b) | Wherever possible, the urban forest shall be developed and managed as a continuous system. |
| <i>Conservation</i> | c) | Tree conservation or replacement shall be a consideration in the review of applications for neighbourhood or industrial area concept plans, rezoning, subdivision, discretionary use, and infrastructure rehabilitation. Applicants may be required to submit tree surveys as part of the development review process. |
| <i>Landscaping Standards</i> | d) | Standards for the design and maintenance of landscaping on industrial, commercial, and multiple-unit residential properties, including the planting of trees, shall be contained within the Zoning Bylaw. |
| <i>Tree Lined Streets</i> | e) | The urban forest shall be sustained and enhanced along City street rights-of-way by establishing standards for the planting of trees on City boulevards and buffer strips, to be enforced through the subdivision and servicing agreement approval process. The location and species of trees shall be compatible with nearby public infrastructure and utilities, both above and below ground, as well as the area's natural ecosystem. |
| <i>Zoning Bonus</i> | f) | The Zoning Bylaw may contain bonusing provisions for the conservation of existing trees. |

10.0 Community Services and Facilities

10.1 Education and Community Facilities

10.1.1 Objectives: [Refer also to Section 17.0 - Social Development]

- a) To provide opportunities for schools and other institutional uses which serve the educational, recreational, cultural, health, and spiritual needs of the City, ensuring they are appropriately located according to size, function, and transportation requirements;
- b) To encourage appropriate public consultation processes for the re-use of closed school sites and buildings; and
- c) To strengthen the relationships between the City of Saskatoon, the various Boards of Education, and other public and private organizations delivering community-oriented services.

10.1.2 Policies:

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| <i>Neighbourhood Scale</i> | a) Institutional uses which serve the needs of a neighbourhood population and are compatible with a residential environment, may be situated within neighbourhoods. |
| <i>City-Wide Scale</i> | b) Institutional uses that serve the needs of more than a neighbourhood population and are of a size or scale that is not compatible with a residential environment, shall be encouraged to locate in or near the Downtown, in Suburban Centres, and other areas with adequate access to roadways and public transit, and where there is no significant impact on surrounding land uses. The Zoning Bylaw shall contain provisions to permit large scale institutional uses in residential areas only at the discretion of Council. |
| <i>Integrated Community Centre</i> | c) All applications for neighbourhood concept plans shall make provision for elementary schools or an Integrated Community Centre. No proposals shall be submitted to Council until the appropriate Boards of Education, Regional Health District No. 6 and any other relevant agency have been consulted and the responses of such agencies have been considered by the Municipal Planning Commission and the Technical Planning Commission. |

(Revised – Bylaw No. 8157 – November 18, 2002)

*Integrated Community
Centre Site Location*

- d) All elementary school sites and Integrated Community Centre sites shall be located as close as possible to the centre of the areas they will ultimately serve, shall not be located on arterial streets and, where possible, shall be located at street intersections. Elementary schools and Integrated Community Centres shall generally be located within 700 metres walking distance of one-unit dwellings and other housing forms oriented to households with children.

(Revised – Bylaw No. 8157 – November 18, 2002)

High School Sites

- e) Secondary schools or high schools shall be located centrally within the area they are to serve. They shall, wherever possible, be located in Suburban Centres to facilitate public transit and roadway access to the facility during school and non-school functions, and to minimize impacts on surrounding land uses.

Public Open Space

- f) School sites shall, wherever possible, be located adjacent to Municipal Reserves or such other public open spaces as may have been created in the area. Development on such integrated school sites shall take place in such a manner as to encourage maximum utilization of all facilities at all times. The use of the school and park facilities as the recreational centre for the neighbourhood or area, as the case may be, shall be promoted.

Site Size

- g) Sites for schools and other institutional uses shall be of a size to accommodate the required buildings, structures, and recreation areas, as well as student, client, staff and visitor parking, and foreseeable expansion thereto.

Site Suitability

- h) Sites for school buildings and other institutional uses shall be suitable for such purpose in terms of topography, utilities, transit service, access and site frontage. School sites shall also facilitate adequate pick-up and drop-off zones for students, including a separate service road for elementary schools fronting on a collector street.

Post-Secondary Schools

- i) Community colleges, universities, and other post-secondary facilities, including commercial and technical schools, generally serve the City as a whole and the broader Region. Accordingly, these educational facilities are encouraged to locate in the Downtown, Suburban Centres, and other areas that offer good access to transportation routes and public transit, and minimize land use conflicts.

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| <i>Undeveloped School Sites</i> | j) | In the event that the Boards of Education decide that a vacant school site is not required, the standards of the underlying zoning district shall normally apply for future land use, after appropriate community consultation. In the event an acceptable use cannot be found within the existing zoning district, the land owner may seek a new zoning designation by applying to amend the Zoning Bylaw, subject to Rezoning by Agreement. |
| <i>Reuse of Schools and School Sites</i> | k) | School buildings and sites are focal points for many residential neighbourhoods. They are a community resource with more than one lifespan. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the school building and site for institutional, recreational, residential, educational, or other community-oriented use, subject to the provisions of the existing zoning district, after appropriate consultation with relevant community groups and local residents. |
| <i>Rezoning by Agreement</i> | l) | When it is clear that the existing school site and/or building have no adaptive reuse potential under the current zoning district, Council may consider the redevelopment of the site and/or buildings subject to Rezoning by Agreement. |
| <i>Shared Facilities</i> | m) | In order to promote the community use of available school facilities in meeting the educational, cultural, social, health, and leisure needs of the general population, the City shall promote the sharing of facilities and services with local Boards of Education and authorities. |
| <i>Impact Analysis</i> | n) | <p>When considering applications for discretionary use or amendments to the Development Plan or Zoning Bylaw to permit new educational or institutional uses or the expansion of such existing uses, Council shall consider the suitability of the proposal having regard to:</p> <ul style="list-style-type: none"> i) the need for the proposed use and the supply of land currently available in the general area capable of meeting that need; ii) the capability of the existing roadway system and public transit service, and the adequacy of the proposed supply of on-site parking for employees, students, clients and visitors; |

- iii) the capability of existing community infrastructure, including water and sewer services, parks and other utilities and community facilities;
- iv) the compatibility of the proposal with adjacent land uses, and the height, scale, and design of buildings in the surrounding neighbourhood; and
- v) the suitability of existing and proposed pedestrian routes providing access to the subject site.

10.1.3 Integrated Community Centre Policies

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|---|----|---|
| <i>Permanent Core Facility</i> | a) | Each Integrated Community Centre shall include a permanent core facility. |
| <i>Contents of Core Facility</i> | b) | The core facility of an Integrated Community Centre shall provide recreation space, meeting space, and the necessary mechanical, storage and janitorial space. |
| <i>Additional Uses</i> | c) | Uses such as health offices, clinics, libraries, learning institutions and other uses complementary to the neighbourhood may be permanently or temporarily adjoined to the core of an Integrated Community Centre. |
| <i>Design of Integrated Community Centres</i> | d) | Integrated Community Centres should be designed so that each participating organization can meet its own unique mandate, reflect its core objectives and maintain its own identity. |
| <i>Design Principles</i> | e) | <p>The design of Integrated Community Centres should incorporate the following principles:</p> <ul style="list-style-type: none"> (i) the design should allow for use of the Centre by the majority of people in the neighbourhood for as much of the day as possible; (ii) the design should provide for the maximum possible degree of interaction by members of the community; (iii) the Centre should be accessible to all groups in the neighbourhood; (iv) the design should allow sufficient flexibility to change over time, ensuring a long-term sustainable future use. |

- | | | |
|------------------|----|--|
| Needs Evaluation | f) | An evaluation of the demographic, social and economic needs of the community shall be a requirement in the design process for Integrated Community Centres. Community participation in such an evaluation shall be required. |
| No Precedent | g) | The adoption of a design for one Integrated Community Centre should not set a precedent for future community centre design. |
| Compatibility | h) | The design of an Integrated Community Centre shall take into consideration the surrounding residential environment and be compatible in design and material with permanent structures in the neighbourhood. |

(Revised – Bylaw No. 8157 – November 18, 2002)

10.2 Special Use Areas

10.2.1 Objective:

To accommodate major institutions, facilities and public utility installations with a City-wide and Regional focus.

10.2.2 Policies:

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|------------------------------|----|--|
| <i>Designated Uses</i> | a) | The Special Use classification includes the Saskatoon Airport, SIAST Kelsey Campus, the University of Saskatchewan and its related institutions, Saskatoon's three major hospitals, the Exhibition Grounds, city-wide parks and recreation facilities, rail yards, and other major facilities and utility installations. |
| <i>Development Standards</i> | b) | The underlying zoning regulations for Special Use Areas may vary subject to the existing and proposed patterns of land use and development. |

11.0 Transportation

11.1 Land Use and Urban Form

11.1.1 Objective:

To develop an urban form and settlement pattern that will enhance the efficiency of the roadway system, encourage the use of alternative forms of transportation including walking, cycling and public transit, and help to promote a balanced transportation system that meets the needs of Saskatoon's residents.

11.1.2 Policies:

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|----------------------------------|----|---|
| <i>Develop Compact Form</i> | a) | This Plan is intended to develop a compact and defined city form, that will minimize the need for new extensions to the transportation infrastructure. |
| <i>Development Consideration</i> | b) | The costs of transportation infrastructure and the transportation costs for individuals and businesses shall be considered in all land use and development decisions. |
| <i>Designated Centres</i> | c) | Medium and high density developments, large retail facilities, and a mix of land uses are encouraged to concentrate in designated centres that are well served by the road system and by public transit, including the Downtown, Suburban Centres, and centrally located Arterial Commercial corridors. |
| <i>Infill Development</i> | d) | The development of infill residential, commercial and employment opportunities are encouraged as a means to reduce the need for new transportation infrastructure, and to support alternative forms of transportation. |
| <i>Neighbourhood Design</i> | e) | Neighbourhood design and site planning shall be oriented to serve the needs of pedestrians, cyclists, and transit riders, as well as private vehicles. |
| <i>Transportation</i> | f) | Any transportation, public transit, or parking studies required by this Plan to assess the impact of an application for a Development Plan or Zoning Bylaw amendment, discretionary use, or subdivision, shall be undertaken by the applicant or owner, to the satisfaction of the City of Saskatoon. |

*Transportation
Planning*

- g) The timing, location and design of major transportation infrastructure, such as bridges, interchanges, roadways, and corridors, shall be determined through appropriate land use and transportation studies.

11.2 Street Classification and Design

11.2.1 Objective:

To provide an effective hierarchy of roadways throughout the City, serving the needs of all forms of transportation.

11.2.2 Policies:

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|-------------------------------|----|---|
| <i>Street Classification</i> | a) | Streets shall be classified as freeway/expressway, arterial, collector and local streets. Such classification shall be based on the function the streets serve and the type and amount of service they should provide. |
| <i>Arterial Street Design</i> | b) | Arterial street systems shall be designed to bypass neighbourhoods and not to sever them. |
| <i>Street Location</i> | c) | All streets shall be located with due regard to topography, in order to avoid excessive cutting and filling. They shall be aligned in the light of circulation and utility requirements and with due regard to the function assigned to them. |
| <i>Adequate Servicing</i> | d) | The Downtown, Suburban Centres, and other major employment and commercial areas shall be adequately served by roadways, pedestrian routes, cycling routes, and public transit. |

11.3 Public Transit

11.3.1 Objective:

To promote land use and development patterns that support an efficient and effective public transit system.

11.3.2 Policies:

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|------------------------------|----|--|
| <i>Transit Routes</i> | a) | Wherever possible, potential transit routes shall be provided within a walking distance of 450 metres of one-unit dwellings and townhouses, within 250 metres of medium and high density multiple-unit dwellings, and within 150 metres of special needs housing, and other uses that generate high demand for transit services. Subdivisions shall be designed so that collector streets within the area can be used for transit routes if required. |
| <i>Encourage Transit Use</i> | b) | Through the Suburban Development Area and Neighbourhood concept plan approval processes, as well as the development review and urban design processes, transit ridership shall be encouraged by: <ul style="list-style-type: none"> i) providing neighbourhood designs, densities and forms of development that will support public transit; ii) locating developments which generate high transit use on sites that have convenient access to existing or proposed transit service; and iii) providing facilities that will assist transit riders, including: benches, rest areas, climate shelters, convenient pedestrian access to transit stops, and a well designed collector road system. |
| <i>Access to Downtown</i> | c) | The Transit System shall continue to provide a high level of service to the Downtown from all parts of the City. |

11.4 Cycling

11.4.1

Objective:

To facilitate cycling as an integral form of transportation within a balanced transportation system.

11.4.2

Policies:

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|-----------------------------------|----|--|
| <i>City Bicycle Plan</i> | a) | The City shall prepare and implement a Comprehensive Bicycle Plan, which recognizes the importance of cycling as a form of transportation as well as recreation. |
| <i>Safe Cycling Features</i> | b) | The City shall promote design initiatives for safe and convenient cycling. These include: convenient and well designed routes, traffic calming features, road/pathway maintenance, proper lighting, security features, convenient bike parking facilities, landscaping, and proper separation from vehicles on busy roads. |
| <i>Bicycle Parking Facilities</i> | c) | In recognition of cycling as a growing transportation alternative, the Zoning Bylaw shall contain appropriate standards for required bicycle parking facilities. |

11.5 Pedestrians

11.5.1 Objective:

To encourage pedestrian movement throughout the City by promoting a safe and accessible pedestrian environment.

11.5.2 Policies:

Pedestrian Oriented Design

- a) The needs of pedestrians shall be satisfied at the design stage through the neighbourhood and area concept plan and subdivision review processes. In general, provisions shall include adequate sidewalks and walkways, pathways in linear parks, lighting, and convenient transit stops. In the case of walkways, care shall be taken to promote public safety.

Sidewalk Standards

- b) New residential, institutional and commercial development areas shall provide sidewalks or pathways on both sides of collector streets, and on at least one side of arterial streets. Sidewalk standards for local streets shall be determined at the concept plan and subdivision design stage.

Pedestrian Facilities

- c) Where appropriate, the City shall provide pedestrian oriented facilities that promote safety, and are convenient and aesthetically pleasing. Facilities may include trees, benches, weather protection, proper lighting, security features, appropriate sidewalk maintenance, separation from vehicles on busy roads, and barrier free access for the physically challenged, including barrier free bus stops.

Safe Crossings

- d) The safe crossing of major roadways shall be encouraged through the use of traffic control devices, crosswalks, pedestrian signage, pedestrian corridors, pedestrian signals, and pedestrian grade separations.

11.6 Parking

11.6.1 Objective:

To ensure that adequate parking facilities are provided throughout the City, including the appropriate location and design of parking facilities as part of an efficient and functional transportation system.

11.6.2 Policies:

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| <i>Adequate Parking</i> | a) | In general, developments shall provide adequate off-street parking. The Zoning Bylaw shall contain appropriate parking standards for all forms of development. |
| <i>Parking Area Design</i> | b) | The Zoning Bylaw shall contain standards addressing the design of parking areas, including, but not limited to, aspects of visibility, lighting, landscaping and screening, maximum frontage along streets, dimensions of parking spaces and aisles, parking for disabled persons, drainage and storm water storage, pedestrian and vehicular circulation, personal safety, the location and grading of parking ramps, and other factors as may be required. |
| <i>Off-Site Parking</i> | c) | Required parking spaces shall normally be placed on the same site as the proposed development. However, where there is a clear public interest, the Zoning Bylaw may facilitate required parking on nearby sites. |
| <i>On-site Loading Facilities</i> | d) | The Zoning Bylaw shall contain appropriate standards for on-site loading facilities required for developments that regularly receive/dispatch goods. The location of loading facilities shall minimize the effects of noise and fumes on adjacent uses and shall not interfere with pedestrian movement or customer/employee parking. |
| <i>Underground Parking</i> | e) | The Zoning Bylaw shall permit underground parking facilities to project into required yard requirements, provided the parking structure is below grade. |

12.0 Public Utilities

12.1 The Provision of Public Utilities

12.1.1 Objective:

To ensure that public utilities and utility rights-of-way are provided throughout the City in a coordinated, responsible and efficient manner.

12.1.2 Policies:

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|--------------------------------|----|--|
| <i>Supply of Serviced Land</i> | a) | Through the Technical Planning Commission, the City and other public utility agencies shall ensure that utilities are in place to provide an adequate supply of serviced land to meet future development needs. |
| <i>Major Rights-of-Way</i> | b) | Major utility rights-of-way shall be identified well in advance of development to facilitate appropriate long range planning. |
| <i>Provision of Easements</i> | c) | The comments of all agencies involved in the supply of utilities and other relevant public services shall be received before any subdivision design is approved by the Technical Planning Commission. Subject to the other policies of this Plan, provision shall be made in any subdivision for the rights-of-way or easements of all utility systems and structures as may be defined by the utility agencies concerned. |
| <i>Location of Utilities</i> | d) | Future utility transmission lines, substations, and other major public utility structures shall be located in order to minimize adverse visual, environmental, health or safety impacts, as well as to minimize the fragmentation of properties. Where possible, such lines and structures shall avoid residential areas and significant natural areas, except where it is demonstrated that design features can be incorporated to minimize negative impacts. |
| <i>Joint-Use Corridors</i> | e) | Wherever possible, this Plan encourages the joint-use of utility rights-of-way for distribution lines, transmission lines, and other public utility structures of a compatible nature. In this regard, roadways, lanes, walkways and buffer strips may serve as utility rights-of-way subject to compatibility with the right-of-way or buffer strip design and function, as well as compatibility with the surrounding uses of land. |

Burying of Utilities

- f) For safety and aesthetic reasons, the burying of utilities shall be encouraged wherever economically and technically feasible.

12.2 Public Utilities and Development Costs

12.2.1 Objective:

To ensure that the costs of public utilities associated with land development are distributed appropriately among utility agencies, consumers, and the development industry.

12.2.2 Policies:

Development to Require Full Services

- a) In general, the subdivision and development of land shall not be permitted without the provision of full services and utilities. These services include:

- i) sanitary sewage disposal facilities;
- ii) water supply facilities;
- iii) storm water management facilities;
- iv) electrical power, natural gas, telephone, and cable television service; and
- v) viable roadway and transit service.

Servicing Agreements

- b) The net cost of services to a development site, after contributions from utilities, the City, and other levels of Government, shall be borne entirely by the developer as part of the subdivision process and shall be specified in the required servicing agreement. The cost of servicing shall include:

- i) Direct servicing costs which directly benefit the subject property; and
- ii) Off-site servicing costs which indirectly benefit the subject property and are specified in the applicable prepaid service rates.

Extension of Services

- c) Subject to all other provisions of this Plan, new development shall be directed to areas that allow for extensions to existing sanitary and storm water sewer systems, roadways, public transit, and other services in an economical and practical manner within the financial capabilities of the City. In cases where a developer wishes to initiate development

contrary to this intent, the developer shall be required to "front end" the costs of extending major services to the proposed development site. Standards for servicing shall be established by the City.

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| <i>Development Levies</i> | d) | In accordance with Section 55.1 of <i>The Planning and Development Act, 1983</i> , Council may establish development levies for the purpose of recovering all or a part of the capital costs of providing, altering, expanding or upgrading services and facilities associated with a proposed development. |
| <i>Municipal Planning Levy</i> | e) | A municipal planning levy shall be included in the prepaid service rates to account for costs related to the City's role in long range community planning and the coordination among developers, utility agencies, and other organizations involved in the overall development process. An operations reserve shall be used to help stabilize fluctuating activity levels from year to year. |
| <i>Airport Servicing</i> | f) | Development levies and relevant municipal servicing arrangements for lands within the boundaries of the Saskatoon Airport shall be the subject of an agreement between the City of Saskatoon and the Airport Operator. |

13.0 Local Area Plans

13.1

Objective:

Notwithstanding the other land use policies contained in this Plan, Local Area Plans may be applied to neighbourhoods or other specific areas of the City to:

- i) maintain the quality, safety and viability of the area;
- ii) guide and prioritize the expenditure of public funds on community improvements and infrastructure;
- iii) encourage the renewal, rehabilitation or redevelopment of private and public properties;
- iv) resolve situations where the policies of this Plan do not accurately reflect the individual needs of an area; and
- v) provide the basis for amendments to the Development Plan and Zoning Bylaw.

13.2

Policies:

Content

- a) A Local Area Plan will normally consist of policy objectives, statements, and/or maps that provide a more detailed approach to land use planning matters than is contained in the Development Plan. In addition to the objectives outlined in Section 13.1, Local Area Plans may address issues of land use mix and compatibility, road alignments and traffic planning, municipal services, residential densities, road access points, location of community and commercial facilities, buffering conditions, the suitability of existing development standards, urban design guidelines, and any other matter that may require consideration.

Adoption of Plan

- b) A Local Area Plan shall be adopted by resolution of Council. Where appropriate, the recommended land use policies and land use patterns may be implemented as amendments to the Development Plan and Zoning Bylaw.

Public Participation

- c) The preparation of a Local Area Plan shall include appropriate provisions to encourage participation by area residents, property owners, and other interested groups.

14.0 Urban Design and Design Review

14.0.1 Objectives:

- a) To encourage a high standard of urban design throughout the City, promoting a physical and natural environment that is attractive, stimulating, functional, safe, and accessible, in harmony with our heritage and values; and
- b) To facilitate design review in areas of the City where there is a clear public interest to preserve existing character or to promote a selected design theme.

14.1 City-Wide Urban Design Principles

- | | | |
|--------------------------------|------|--|
| <i>Urban Design Principles</i> | a) | Within the provisions of <i>The Planning and Development Act, 1983</i> , the following urban design principles shall be considered in the preparation and review of Local Area Plans, Local Area Design Plans, Neighbourhood and Area Concept Plans, amendments to the Plan and Zoning Bylaw, Discretionary Use applications, Development Permit applications, Subdivision applications, and standards contained within the Zoning and Subdivision Bylaws: |
| <i>Design With Nature</i> | i) | Developments shall incorporate, preserve and complement all significant natural features, shall respect the physical capacity of land to accommodate development, and shall preserve and promote the urban forest; |
| <i>Human Scale</i> | ii) | Developments shall respect human dimensions, mobility and perceptions, and shall facilitate user comfort through appropriate location and design of outdoor furniture, walkways, open spaces, lighting and other related features; |
| <i>Building Design</i> | iii) | Buildings shall achieve a high standard of design based on the compatibility of new development with the existing urban pattern, while accommodating a gradual evolution of architectural styles and innovative building forms, providing a built environment aimed at long term public benefit; |
| <i>Open Space</i> | iv) | Open Space shall be used to help shape the City, to provide for a variety of public activities, to separate |

		incompatible land uses, and to improve the overall quality of the urban environment;
<i>Streetscapes</i>	v)	The character of the street environment shall be enhanced through the integrated design of sites, buildings, streets, and streetscape improvements;
<i>Views and Vistas</i>	vi)	To ensure, wherever possible, that views and vistas of the built and natural environment are preserved and enhanced;
<i>Barrier Free Access</i>	vii)	New buildings, public spaces, and the retrofitting of existing buildings shall be designed to be accessible to all persons, in a sensitive and unobtrusive manner;
<i>Safety</i>	viii)	Publicly accessible spaces shall be designed for increased safety, provide for improved surveillance at all times of the day, and include appropriate lighting;
<i>Art in Public Places</i>	ix)	Art shall be promoted in publicly accessible places, in order to enhance the enjoyment of the built environment and contribute to the cultural and historical well-being of the community; and
<i>Landscape Design</i>	x)	Landscape design shall be encouraged to achieve the following objectives: • incorporate natural features throughout the City; • add visual interest to open spaces and blank facades; • soften dominant building mass by adding colour, scale and texture with natural elements; • provide definition to public walkways and open areas; • provide a consistent visual image between adjacent properties along the streetscape; • screen aesthetically poor areas from view using a variety of natural features and attractive fencing; • incorporate design features that will provide protection from excessive wind and sun; • enhance the aesthetic appearance of building setbacks and yard areas; • minimize the visual impact of parking and service facilities from adjacent properties and

streets;

- ensure the preservation of trees and other valuable natural elements within and surrounding the City;
- minimize conflicts between vehicles and pedestrians;
- ensure appropriate site drainage; and
- create and maintain safe urban environments.

14.2 Design Review Process

- | | | |
|--|----|--|
| <i>Architectural Control Districts</i> | a) | Where it is considered desirable to preserve the physical character of an area or to promote a selected design theme for an area, Council may designate the area as an Architectural Control District in the Zoning Bylaw, using the symbol "AC" in conjunction with any Zoning District. |
| <i>Rationale for Design Review</i> | b) | In general, Architectural Control Districts shall be applied only in areas where there is a clear public interest, and where it is considered economically feasible to establish and fund a design review process, consistent with the terms and conditions of <i>The Planning and Development Act, 1983</i> . Examples of where a design review process may be applied include, but are not limited to, the Downtown, Suburban Centres, areas containing heritage properties, business improvement districts, entry points to the City, key transportation corridors, sensitive infill development sites, or new development areas. |
| <i>Design Review Process</i> | c) | The design review process for Architectural Control Districts shall be specifically outlined in the Zoning Bylaw, including the requirements for a complete application, the review of the proposal for conformance with area design guidelines, and the procedure for approving Development Permits, including the imposition of terms and conditions that may be attached to such an approval. |
| <i>Design Review Committee</i> | d) | Council may appoint Design Review Committees, as necessary, to assist with the design review process in Architectural Control Districts. |
| <i>Local Area Design Plan</i> | e) | Prior to designating an area as an Architectural Control District, Council shall approve a Local Area Design Plan, which would prescribe design guidelines for the area, generally consistent with the urban design principles set out in Section 14.1 of this Plan. The specific design guidelines for each area are to be contained within the Zoning Bylaw. The Local Area Design Plan may be prepared as part of an overall Local Area Plan or as a separate design study. |

15.0 Heritage

15.1

Objective:

To conserve and interpret the material, natural, and human heritage in the community of Saskatoon in a planned, selective, and cost-feasible manner to the benefit of current and future generations of Saskatoon citizens and visitors. [*City of Saskatoon Civic Heritage Policy, December 16, 1996*]

15.2

Policies:

Policy Content

a)

The City's role in conserving and interpreting heritage includes:

- identifying and researching potential heritage properties;
- recognizing property of heritage merit;
- providing support to owners to conserve properties of heritage merit;
- implementing a heritage review process for City-owned property;
- establishing an inventory of archaeological and palaeontological sites;
- interpreting the history of municipal government; and
- conserving and interpreting artifacts relating to the history of municipal government.

[Refer to the City of Saskatoon Civic Heritage Policy, adopted by Council on December 16, 1996.]

16.0 Constraints to Development

16.1 Potentially Contaminated Sites

16.1.1 Objective:

To limit the potential for development to take place on contaminated sites, resulting from new proposals for subdivision, rezoning and discretionary use.

16.1.2 Policies:

Environmental Assessment

- a) The City of Saskatoon may require an environmental site assessment in conjunction with applications for rezoning, discretionary use or subdivision. The decision as to whether an environmental assessment is required shall be subject to:

- i) the nature of the proposed use;
- ii) the current and historical use of the subject property and surrounding lands; and
- iii) information from other sources that suggests the subject property may contain environmental contaminants.

The cost of any assessment shall be borne entirely by the owner or applicant.

Site Assessment Standards

- b) Environmental site assessments shall be undertaken by qualified consultants, and completed to current industry standards, as specified by the City of Saskatoon from time to time.

Remediation of Contaminants

- c) Appropriate remediation measures shall be carried out on any property containing environmental contaminants prior to development being commenced on the subject site.

16.2 Roadways and Rail Lines

16.2.1 Objective:

To ensure that the level of noise and vibration exposure to residential areas from roadways and rail lines is within acceptable limits throughout the City.

16.2.2 Policies:

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| <i>Development Review</i> | a) | Noise and vibration levels near roadways and rail lines shall be a factor in the evaluation of proposals throughout the development review process. Noise and vibration assessments may be required in order to prescribe attenuation measures for developments in proximity to existing or proposed roadways and rail lines, as well as to determine the viability of foundation structures. |
| <i>Residential Noise Exposure</i> | b) | In reviewing proposals for residential development adjacent to existing and proposed roadways, exterior noise levels should not normally exceed a level of 65 dBA Ldn. |
| <i>Attenuation Costs</i> | c) | All costs associated with preparing the noise and vibration assessment and implementing the approved attenuation measures shall be borne by the affected developers. |
| <i>Road Noise Near Existing Residential Areas</i> | d) | Where appropriate, the City shall consider the installation of noise attenuation measures for existing residential areas located near transportation routes when noise levels exceed accepted standards. |

16.3 Airport Operations

16.3.1 Objective:

To protect the operations of the Saskatoon Airport from incompatible uses and structures.

16.3.2 Policies:

- | | | |
|-------------------------------|----|--|
| <i>Safe Operation</i> | a) | Land use in the vicinity of the Airport shall be of such type, height and density as to be compatible with Airport operations at present and in the future. Agricultural lands around the Airport will require detailed study and impact assessments prior to designation for appropriate urban uses. |
| <i>Incompatible Land Uses</i> | b) | The City of Saskatoon will continue to work with the Airport Operator to ensure that incompatible land uses are not developed in the vicinity of the John G. Diefenbaker Airport. Subject to an agreement with the Airport Operator, the City's Zoning Bylaw may contain provisions for the special review of development in proximity to the Airport. |
| <i>Airport Noise Exposure</i> | c) | New residential development shall not take place in areas with an Airport Noise Exposure Forecast (NEF) rating of 30 or more (or equivalent measure), as defined by Transport Canada or its official designate. |

16.4 Flood Hazard Areas

16.4.1 Objective:

To prevent injury and loss of life, and to minimize property damage within the South Saskatchewan River flood hazard area.

16.4.2 Policies:

- | | | |
|--|----|---|
| <i>Flood Hazard Areas</i> | a) | Flood hazard areas shall be defined and regulated in accordance with the Canada-Saskatchewan Flood Damage Reduction Program, in cooperation with the Saskatchewan Water Corporation and the Meewasin Valley Authority. |
| <i>Two-Zone Flood Policy</i> | b) | A two-zone flood management policy shall be utilized where the flood hazard area is divided into the floodway and the flood fringe. Development is prohibited within the floodway of the South Saskatchewan River, and limited development is permitted within the flood fringe zone, provided proper flood proofing measures are incorporated. |
| <i>Development Standards</i> | c) | The Zoning Bylaw shall contain provisions for a flood hazard area overlay zoning district, including appropriate maps delineating the floodway and the flood fringe. The Zoning Bylaw shall also establish standards for flood proofing measures. |
| <i>Alterations to Existing Buildings</i> | d) | No alterations or additions shall be performed on existing buildings or structures contained within the floodway or flood fringe zones, without incorporating appropriate flood proofing measures, and subject to the relevant sections of <i>The Planning and Development Act, 1983</i> , dealing with non-conformity. |
| <i>Public Open Space</i> | e) | In general, lands contained within the flood hazard area are to be used for public open space. |
| <i>South Downtown Development</i> | f) | Development may be permitted within the flood hazard area in Direct Control District 1 (South Downtown Area), subject to the approval of the Province of Saskatchewan and the use of appropriate flood proofing measures. |

17.0 Social Development

17.1

Objective:

To support the social needs of Saskatoon's residents through appropriate public consultation, a fair distribution of community services, and the on-going consideration of social issues in land use policy and land use decisions.

17.2

Policies:

Public Participation

- a) Public participation shall be encouraged as part of the land use planning and decision making process. The Development Plan and Zoning Bylaw shall include principles and policies that will facilitate public involvement.

Equitable Distribution of Community Facilities

- b) An equitable distribution of community services and facilities, including parks and recreation areas, school sites, supportive housing, access to public transportation, and other services, shall be provided through appropriate long range planning and the development review process.

Partnerships

- c) The City of Saskatoon shall work cooperatively with other public, private, and voluntary sector organizations in addressing the social aspects of land use planning.

Neighbourhood Viability

- d) Neighbourhood viability and quality of life shall be enhanced through appropriate land use policies, zoning patterns and design standards.

Housing Needs

- e) The City shall continue to monitor the supply and demand for housing, including the need for supportive and affordable forms of housing that are not being met by the private sector.

Accessibility

- f) The City shall ensure accessibility is considered in the design of all areas and facilities intended for public use.

Balance

- g) The City shall maintain a balance between the development of civic infrastructure (physical and social) in new areas, and the maintenance and renewal of infrastructure in existing areas of the City.

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|--------------------------|----|--|
| <i>Maintenance Bylaw</i> | h) | An appropriate standard of safety and property maintenance shall be encouraged through the enforcement of the Property Maintenance Bylaw and any other related property bylaws. |
| <i>Transportation</i> | i) | The City shall promote a transportation system that accommodates the needs of all residents of the community, including persons without private vehicles and persons with special needs. |
| <i>Research</i> | j) | The research of social issues and demographic changes shall be an ongoing part of the land use planning process, and shall seek to further explore the relationship between physical and social development, and the community planning process. |

18.0 Implementation**18.1 Zoning Bylaw****18.1.1 Basis and Intent of the Zoning Bylaw***Zoning Bylaw to
Complement Plan*

- a) The zoning controls and development standards to complement this plan shall be the Zoning Bylaw of the City of Saskatoon. The Zoning Bylaw and amendments thereto, adopted in accordance with the provisions of this Plan, shall provide for the regulation and control of the major land use types, all sub-categories and transitional uses, in conformity with the development patterns and policies of this Plan.

*Zoning Bylaw
Amendments*

- b) When considering applications to amend the zoning regulations or requests for the rezoning of land, Council shall consider the suitability of the proposal having regard to:

Conformance with Plan

- i) the nature of the proposal and its conformance with all relevant sections of this Plan, as well as any established area concept plans, local area plans or local area design plans;

Compatibility

- ii) the need to foster a rational pattern of relationships between all forms of land use and to protect all forms of land use from harmful encroachments by incompatible uses;

Demand

- iii) the need for the form of land use proposed, and the supply of land currently available in the general area capable of meeting that need;

On-site Amenities

- iv) the adequacy of proposed landscaping and screening, and the preservation of the urban forest;

Transportation

- v) the capability of the existing roadway and public transit systems to service the proposed use, and the adequacy of the proposed supply of off-street parking;

Services

- vi) the capability of existing community infrastructure to service the proposal, including water and sewer services, parks, schools, and other utilities and community services;

Community Viability

- vii) the impact of the proposal on the continued viability of the local community and local community services; and

Compact City Form

- viii) the on-going need to promote a compact and efficient city form.

18.1.2 Zoning By Agreement

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|--------------------------------------|----|--|
| <i>Zoning by Agreement</i> | a) | Where an application is made to Council to rezone land to permit the carrying out of a specified proposal, Council may, for the purpose of accommodating the request, enter into an Agreement with the Applicant pursuant to Section 82 of <i>The Planning and Development Act, 1983</i> . |
| <i>Development Review</i> | b) | Section 18.1.1 of this Plan shall apply in the review of applications for rezoning by agreement. |
| <i>Terms of Agreement</i> | c) | <p>Council may enter into an agreement with the applicant setting out a description of the proposal and reasonable terms and conditions with respect to:</p> <ul style="list-style-type: none"> i) the uses of the land and buildings and the forms of development; ii) the site layout and external design, including parking areas, landscaping, and entry and exit ways; and iii) any other development standards considered necessary to implement the proposal, including all appropriate standards from the requested zoning district. |
| <i>Use Limitations</i> | d) | Council may limit the use of the land and buildings to one or more of the uses permitted in the requested zoning district. |
| <i>Planned Development Districts</i> | e) | In order to facilitate specific development proposals with design options, densities, lotting arrangements, or other forms of development that do not fit within the development standards of existing zoning districts, the Zoning Bylaw shall contain provisions for a Planned Development District (PDD). All development standards in a PDD would be negotiated by the City of Saskatoon and the applicant, subject to Section 18.1.2 of this plan, and the final approval of Council. The City and the applicant shall facilitate appropriate public consultation respecting the characteristics of the specific proposal prior to the negotiation of proposed development standards. |

18.1.3 Bonus Provisions

Bonus Provisions

- a) To facilitate a degree of flexibility for optimal site utilization as well as to encourage certain desirable elements not normally proposed in the development process, the Zoning Bylaw may provide for adjustments to specific development standards in exchange for commensurate facilities, services or matters as specifically set out in the Bylaw.

In this regard, the Zoning Bylaw may provide for adjustment to density limits, parking standards, building setbacks, or other similar standards, for the provision of additional landscaping, conservation of trees, the provision of supportive housing units, the conservation of important natural areas, the provision of enclosed parking, and the conservation of designated heritage properties.

18.1.4 Use of the Holding Symbol "H"

Use of Holding Symbol

- a) Council may use the Holding Symbol "H", in conjunction with any other use designation in the Zoning Bylaw, to specify the use to which lands shall be put at some time in the future, but which are now considered premature or inappropriate for immediate development.

Council to Specify Use

- b) Council shall specify the use to which lands or buildings may be put at any time that the holding symbol is removed by amendment to the Zoning Bylaw. Such circumstances may require the identification and further consideration of social, environmental or economic issues and opportunities prior to permitting the use and development of the specified lands.

Holding Symbol Removal

- c) In making a decision as to whether or not to remove the Holding Symbol "H" by amendment to the Zoning Bylaw and thereby permit the development of the land as specified in the Zoning Bylaw, Council shall consider the suitability of the land for such use and development having regard to:

Capacity of Servicing

- i) the capacity of existing municipal services or the economic provision of new services to facilitate such use and development;

Transportation System

- ii) the effects of such use and development upon the transportation and public transit systems;

- | | | |
|---------------------------------------|------|---|
| <i>Environmental Concerns</i> | iii) | the need to minimize or remediate environmental impacts or conditions in relation to air, water, soil or noise pollution; |
| <i>Natural or Historical Features</i> | iv) | the need to protect any significant natural or historical feature upon or adjacent to the land; and |
| <i>Other Circumstances</i> | v) | any other matter that Council deems necessary; |
| <i>Applicability</i> | d) | Holding provisions may be applicable to all land use categories in the Plan, and may be applied to any zoning category and to a specific site within a zoning category. |
| <i>Existing Uses</i> | e) | Existing uses shall be permitted subject to the relevant sections of <i>The Planning and Development Act, 1983</i> , dealing with non-conformity. |

18.2 Direct Control Districts

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|---------------------------------|----|--|
| <i>Direct Control Districts</i> | a) | In accordance with Sections 77 through 81 inclusive of <i>The Planning and Development Act, 1983</i> , where it is considered desirable to exercise particular control over the use and development of land and buildings within a specific area, Council may, in the Development Plan and Zoning Bylaw, designate an area as a Direct Control District. |
| <i>Development Guidelines</i> | b) | The use and development of land and buildings within a Direct Control District shall be regulated and controlled according to specific guidelines that shall be contained within this Plan. |
| <i>Development Agreement</i> | c) | Council may require the applicant to enter into a development agreement as a condition of approval for development in a Direct Control District. |
| <i>Specific Guidelines</i> | d) | The development guidelines for specific Direct Control Districts are contained in Section 19.0 of this Plan. |

18.3 Subdivision

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|---------------------------|----|--|
| <i>Subdivision Bylaw</i> | a) | The Subdivision Bylaw shall be in conformance with the principles of this Plan, and may contain any provisions necessary to implement the objectives and policies contained herein. |
| <i>Subdivision Design</i> | b) | When an area is authorized for development, an area or neighbourhood concept plan shall be prepared, followed by a detailed subdivision design. No building or structure shall be erected or any land use established on a site which is not in conformity with the concept plan and subdivision design for the area in which it is located. Subdivision designs and the reservation of lands for community facilities shall be related to: first, the Neighbourhood and its needs; and secondly, any other development patterns, including the Suburban Development Area of which the neighbourhood forms part. |

18.4 Coordination With Other Jurisdictions

18.4.1 Objective:

The City of Saskatoon will continue to seek mutually beneficial relationships with all municipalities, jurisdictions and authorities within the Region.

18.4.2 Policies:

- | | | |
|-----------------------------|----|---|
| <i>Regional Cooperation</i> | a) | The City of Saskatoon will continue to consult with other jurisdictions in the Region in order to coordinate planning, development and operating strategies. |
| <i>Shared Services</i> | b) | The City shall consider the sharing of services and facilities with other municipalities and jurisdictions, subject to <i>Section 3.2.2 h)</i> of this Plan. |
| <i>District Planning</i> | c) | The City will continue to work with the R.M. of Corman Park through the District Planning Commission and other means. |
| <i>MVA</i> | d) | The City will continue to partner with the University of Saskatchewan and the Provincial Government in the Meewasin Valley Authority. |
| <i>Other Jurisdictions</i> | e) | The City will continue on-going cooperation with the respective Boards of Education, the University of Saskatchewan, Saskatoon District Health, the Saskatoon Regional Economic Development Authority, the Saskatoon Airport Authority, the respective Business Improvement Districts, and all other jurisdictions. |
| <i>First Nations</i> | f) | The City supports the establishment of First Nations Reserve Lands within and near the City Limits, subject to appropriate agreements regarding matters such as: <ul style="list-style-type: none">i) Compensation for loss of municipal taxation;ii) Payment for municipal services; andiii) Bylaw compatibility and compatibility of enforcement. |

18.5 Public Consultation in the Planning Process

18.5.1 Objective:

Consistent with *The Planning and Development Act*, to ensure that the public is informed and consulted in a timely manner regarding planning and development processes, including applications for rezoning, discretionary use, and other appropriate matters.

18.5.2 Policies:

- | | | |
|------------------------------|----|--|
| <i>Public Participation</i> | a) | In addition to the requirements of <i>The Planning and Development Act, 1983</i> , special provisions for public participation may be initiated which are appropriate to the nature and scope of the planning matter being addressed. |
| <i>Access to Information</i> | b) | Within the guidelines of the City's policy respecting freedom of information and the protection of privacy, all citizens shall have reasonable access to information regarding development applications, land use issues, and other related matters. |
| <i>Role of MPC</i> | c) | This Plan recognizes the role of the Municipal Planning Commission (MPC) in terms of facilitating public participation prior to making recommendations to Council on planning and development issues. |

18.6 Definitions

<i>Architectural Control District</i>	[Refer to Section 14.2]
<i>Area Concept Plan</i>	A comprehensive plan showing land use patterns, lotting arrangements, street layouts, open spaces and other relevant design details for a defined area. An area concept plan may be undertaken for a Neighbourhood, Suburban Centre, Suburban Development Area, Industrial Area, or an Industrial Sector.
<i>Barrier Free</i>	A building, area, or facility that can be approached, entered, and used by persons with physical or sensory disabilities.
<i>Council</i>	The Council of the City of Saskatoon.
<i>Flood Hazard Area</i>	The area that would be covered by flood waters in a 1:500-year flood event.
<i>Flood Fringe</i>	The area between the floodway and the flood hazard area boundary, which would be covered by flood waters during a 1:500 year flood event, but not during a 1:100 year flood event.
<i>Floodway</i>	The area that would be covered by flood waters during a 1:100 year flood event, within which the majority of the flood waters will flow. The flood depths and water velocities are generally higher than those experienced in the flood fringe.
<i>Industrial Area Concept Plan</i>	An Area Concept Plan for a specific industrial area.
<i>Industrial Sector Concept Plan</i>	An Area Concept Plan for several industrial areas combined into one industrial sector.
<i>Integrated Community Centre</i>	A multi-purpose building providing recreation space, meeting space and necessary mechanical, storage and janitorial space, suitable in size and scale to serve the needs of a local neighbourhood. Services provided by school boards, health districts and other agencies which are intended to serve a local neighbourhood population may be located in an Integrated Community Centre. (Revised – Bylaw No. 8157 – November 18, 2002)
<i>Integrated School Site</i>	The combination of a site or sites owned by statutory local school authorities with property dedicated for parks and recreation purposes so that development may take place for recreational use without relation to individual school site boundaries or park boundaries.
<i>Local Area Design Plan</i>	A plan approved by Council that would prescribe design guidelines for an area, generally consistent with the urban design principles set out in Section 14.1 of this Plan. [Refer also to Section 14.2e)]

<i>Local Area Plan</i>	[Refer to Section 13.0]
<i>Neighbourhood</i>	A residential area designed as a comprehensively planned unit containing a variety of housing and community services necessary to meet the needs of a neighbourhood population.
<i>Neighbourhood Concept Plan</i>	An Area Concept Plan for a specific neighbourhood.
<i>Noise Exposure Forecast (NEF)</i>	The standard used to determine noise levels adjacent to airports. NEF's are based on the frequency of take-offs and landing patterns, types of aircrafts and runway alignments.
<i>Planned Development District</i>	[Refer to Section 18.1.2e)]
<i>Public Assembly Uses</i>	A use where large numbers of individuals collect to participate or to observe programs of participation.
<i>Public School</i>	Any building or group of buildings the use of which meets requirements for elementary, secondary, post-secondary, or other forms of education and training, and which secures the major part of its funding from a governmental agency.
<i>Private School</i>	Any building or group of buildings the use of which meets requirements for elementary, secondary, post-secondary, or other forms of education and training, and which does not secure the major part of its funding from a governmental agency.
<i>Riverbank Area</i>	Land within the corporate limits of the City of Saskatoon being within ninety-two (92) metres of the shoreline of the South Saskatchewan River or on any part of the slope leading down to said shoreline where the gradient is in excess of twenty (20) percent, plus 10 metres, whichever extends the greatest distance measured horizontally from the shoreline. However, the Riverbank Area does not extend into the area of land bordered by 19th Street on the north, the South Saskatchewan River on the south, Idylwyld Freeway on the west, and 3rd Avenue on the east. This area is regulated under the provisions of the DCD1 policies in the Plan.
<i>Suburban Centre</i>	A multi-use complex consisting of commercial, institutional, medium and high density residential, and recreation facilities serving a suburban development area.
<i>Suburban Centre Commercial Area</i>	[Refer to Section 6.2]

*Suburban
Development
Area*

An overall residential development area providing housing and related facilities for a population unit of approximately 50,000 persons.

*Trade Area
Requirements*

An area of the City containing the population and purchasing capacity necessary to support a given retail or commercial activity.

18.7 Plan Evaluation Procedures

Five Year Review

- a) Council shall review the Development Plan at regular intervals of not more than five years. During the review process, Council shall ensure that:
 - i) the Plan's objectives and policies remain valid in view of possible changes in terms of population, employment, development patterns, and market trends;
 - ii) the Plan's objectives and policies are adequate for the implementation of the City of Saskatoon's Strategic Plan;
 - iii) the Plan's objectives and policies are measured against a comprehensive set of indicators that track the year to year changes in Saskatoon's quality of life; and
 - iv) the Plan's public consultation processes are adequate to provide an effective voice to the public and provide necessary information to the civic Administration and Council in the decision making process.

19.0 Specific Area Policies

The policies contained in this section apply to specific areas of the City where additional detailed policies are required to accurately reflect the intent of Council with respect to the future use of the land.

19.1 Core Neighbourhood Land Use Policies

- 19.1.1.1 Varsity View
- 19.1.1.2 Nutana
- 19.1.1.3 Pleasant Hill
- 19.1.1.4 Westmount
- 19.1.1.5 Caswell Hill
- 19.1.1.6 City Park
- 19.1.1.7 Riversdale
- 19.1.1.8 King George
- 19.1.1.9 Sutherland Local Area Plan
(Revised - Bylaw 7840 - June 21, 1999)

19.2 Direct Control District 1 - South Downtown Area

19.3 Direct Control District 2 - Stanley, Minto, Aberdeen, Grey and Connaught Places

19.4 Subdivision Policy for the Montgomery Place Neighbourhood

19.1 Core Neighbourhood Land Use Policies

The Development Plan contains specific land use and development policies for the Core Neighbourhoods, which include Pleasant Hill, Riversdale, City Park, Caswell Hill, Westmount, King George, Varsity View, Nutana and Sutherland. The specific policies are intended to increase the level of certainty about existing and proposed land uses in the Core Neighbourhoods and to increase the opportunity for public input into land use policy changes through the appropriate public consultation processes.

(Revised-Bylaw No. 7823-February 8, 1999)

The land use policies and land use patterns for the Core Neighbourhoods are based on the analysis of demographic, economic and development characteristics, as well as discussions held with affected neighbourhood community associations, and other interested persons and groups. The land use policies and land use patterns for the Core Neighbourhoods are intended to achieve the following goals:

- a) to increase certainty about the locations and magnitudes of new development in each Core Neighbourhood;
- b) to clearly define the future character of each neighbourhood and influence to a high degree the kinds of development taking place in the Core Neighbourhoods;
- c) to protect and preserve established, stable, low density areas, and the unique form of housing stock which exists in the Core Neighbourhoods;
- d) to protect stable, low density areas from undesirable and potentially harmful development; and
- e) to provide a clear and concise regulatory framework for the administration of land use change in the Core Neighbourhoods.

19.1.1 Core Neighbourhood Land Use Policy Districts

The following Land Use Policies apply to the Policy Districts for each Core Neighbourhood, except the Sutherland Neighbourhood. The Land Use Policy Districts for the Core Neighbourhoods are as outlined on the respective Neighbourhood Land Use Policy Maps.

(Revised - Bylaw No. 7840 - June 21, 1999)

(A) Low Density Policy District

- (a) These districts shall be preserved as low density residential districts containing primarily one and two unit dwellings. These districts may accommodate dwelling unit conversions and new residential development of up to four units.
- (b) In its review of discretionary use applications and rezoning applications in this policy district, Council shall consider:
 - (i) the nature of the proposed use and site, the size, shape and arrangement of buildings, and their compatibility with the scale and character of surrounding buildings and the neighbourhood as a whole;
 - (ii) the concentration of multiple unit developments on a block where the intent is to limit the concentration of multiple unit development to ensure that a balance of housing types remains on individual blocks;
 - (iii) the accessibility and traffic patterns for persons and vehicles;
 - (iv) the provision of appropriate landscaping, screening, open space, parking and loading areas, lighting and signs; and
 - (v) the goals and recommendations of the applicable Local Area Plan.
- (c) These districts are not normally intended to accommodate multiple-unit dwellings with more than four dwelling units.

(Revised – Bylaw No. 8154 – November 18, 2002)

(B) Medium Density Residential Policy District

- (a) The development of multiple-unit dwellings, street townhouses, and dwelling units of six units and up to three or four stories shall be permitted as allowed under the relevant zoning district.
- (b) In its review of discretionary use applications and rezonings in this policy district, Council shall consider:

- i) the nature of the proposed use and site, the size, shape and arrangement of buildings, and their compatibility with the scale and character of surrounding buildings and the neighbourhood, the accessibility and traffic patterns for persons and vehicles;
- ii) the provision of appropriate landscaping, screening, open space, parking and loading areas, lighting and signs;
- iii) overall neighbourhood density; and
- iv) the goals and recommendations of the applicable Local Area Plan.

(Revised – Bylaw No. 8154 – November 18, 2002)

(C) High Density Policy District - High Density Multiple-Unit Dwellings

- (a) These districts are suitable for the development of high-density multiple-unit dwellings and limited commercial uses.
- (b) High-density development shall be permitted only in such numbers and in areas which will minimize negative impacts on adjacent and surrounding low-density environments.
- (c) High-density residential uses shall be developed with adequate off-street parking and landscaping provisions, and be located within close proximity to existing or proposed public transit services.

(D) Community Facilities Policy District

- (a) Community facilities are focal points for many residential neighbourhoods. They are a community resource with more than one life span. In order to promote the stability and character of residential neighbourhoods, the City shall encourage the adaptive reuse of the community facility and site for residential, educational, institutional, recreational or other community-oriented use, subject to the provisions of the existing zoning district and after appropriate consultation with relevant community groups and local residents.

(Revised – Bylaw No. 8154 – November 18, 2002)

(E) Office/Institutional Policy District

- (a) These districts are intended for small office complexes, institutional and residential uses.
- (b) Development in these districts shall not include uses which will adversely affect traffic patterns and/or adjacent land uses.

(F) Commercial Policy District - Neighbourhood, District, Arterial and Special Area Commercial

- (a) These districts include Neighbourhood (N), District (D), Arterial (A), and Special Area (SA) commercial designations.
- (b) These districts are suitable for commercial development, subject to the appropriate policies contained under section 6.0 of the Development Plan.

(G) Industrial Policy District - Light and Heavy Industrial

- (a) The land uses in these districts include existing Light (L) and Heavy (H) industrial activities, as well as some commercial uses. While these districts may generally not be suitable for residential development at the present time, the transition of these areas from industrial to commercial or residential uses shall be encouraged.
- (b) It is intended that the land area devoted to industrial use not be expanded unless there is a clear public interest.
- (c) Notwithstanding the above, over time some areas may become suitable for medium and high density residential uses. Council shall encourage projects which are intended to provide housing which is compatible with or complementary to the surrounding land uses.

(H) Special Use Area

- (a) Special Use Areas are intended to accommodate major institutions and facilities with a City-wide focus. Examples include hospitals, the University and other major facilities and utility installations.

(I) Riverbank Area

- (a) The Riverbank Area includes dedicated parks and open space adjacent to the South Saskatchewan River or its riverbank. It is intended that these lands will be primarily used for parks and open space.

19.1.1.1 VARSITY VIEW

The Core Neighbourhood of Varsity View is characterized by:

- a large area of low-density residential land;
- a slightly increased population over 1991;
- a slightly smaller household size than the City average;
- a relatively high average family income;
- average rental costs for all dwelling types;
- greater proportion of rental dwellings compared to owner-occupied dwellings;
- relatively low proportion of lone-parent families;
- a high proportion of non-family households;
- a stable mix of housing types;
- a small amount of commercial development;
- large areas of medium to high density residential and institutional uses along Clarence Avenue, 8th Street and College Drive; and
- close proximity to the University of Saskatchewan and University Hospital.

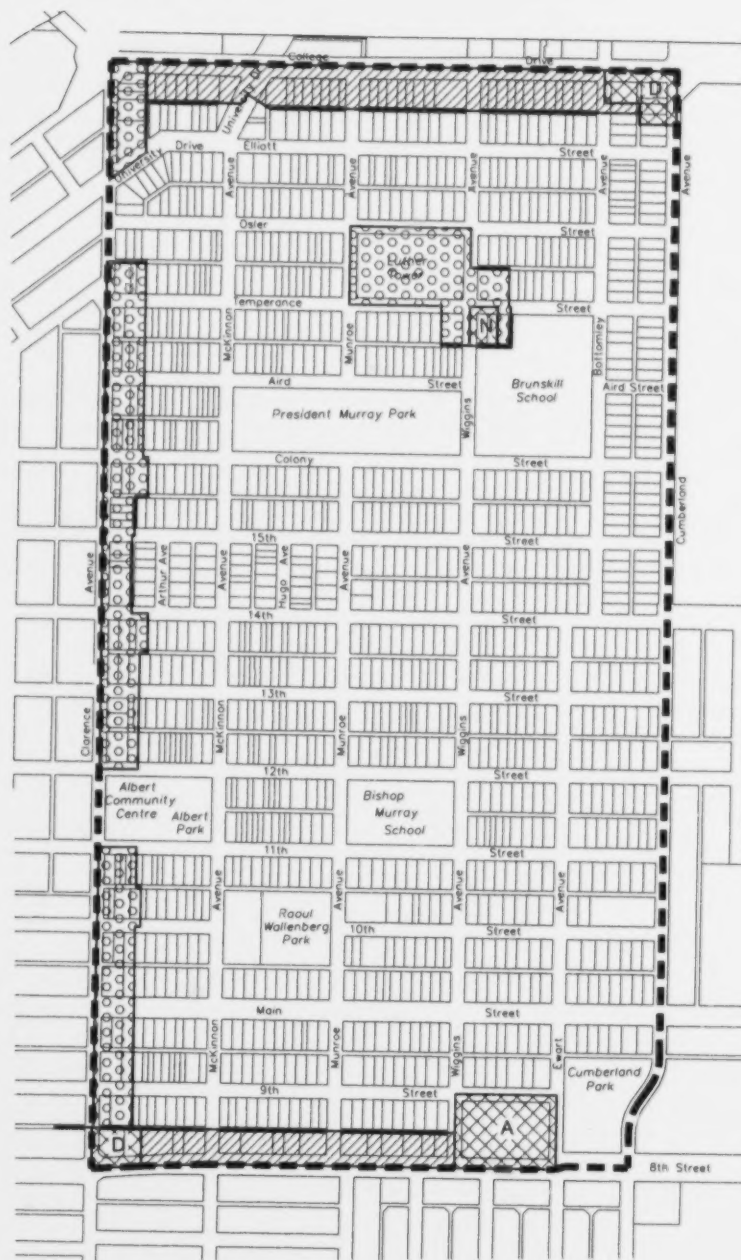
Varsity View - Land Use Policies

The land use Policy Districts for the Varsity View Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

In addition to the general land use policies, it is intended that the Office/Institutional District along College Drive be developed with uses which complement the University Hospital and the University of Saskatchewan. Such developments may include offices, residential care homes, hostels, medical clinics, housing for the elderly and other institutional uses.

City of Saskatoon Development Plan.....93

Varsity View Land Use Policy Map



POLICY DISTRICT LEGEND

- Low Density
No conversions
- Low Density
Conversions
- Low/Medium Density
Low Density Multiple-Unit Dwellings
- Medium Density
Medium Density Multiple-Unit Dwellings
- High Density
High Density Multiple-Unit Dwellings
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Industrial
Light (L) Heavy (H)
- Special Use
- Riverbank Area

VARSITY VIEW LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY

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19.1.1.2 NUTANA

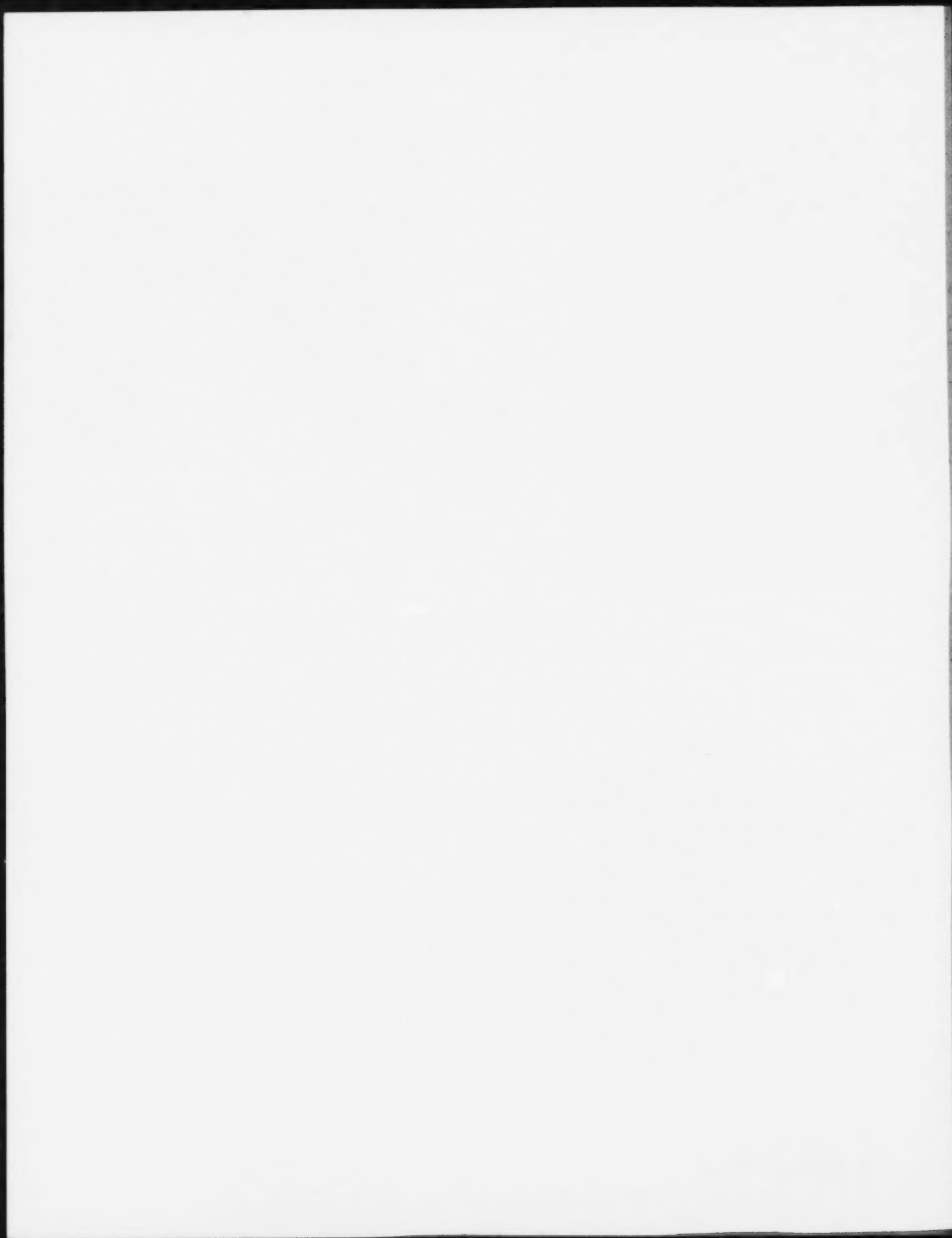
The Core Neighbourhood of Nutana is characterized by:

- an increased population since 1991;
- a slightly smaller household size than City average;
- a higher-than-average family income;
- an increased percentage of owner-occupied dwellings since 1991;
- a high proportion of non-family households;
- a relatively high density of development; and
- a major commercial district along Broadway Avenue.

Nutana - Land Use Policies

The land use Policy Districts for the Nutana Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

Nutana Land Use Policy Map
(Revised – Bylaw No. 8154 – November 18, 2002)



NUTANA LAND USE POLICY MAP



LEGEND

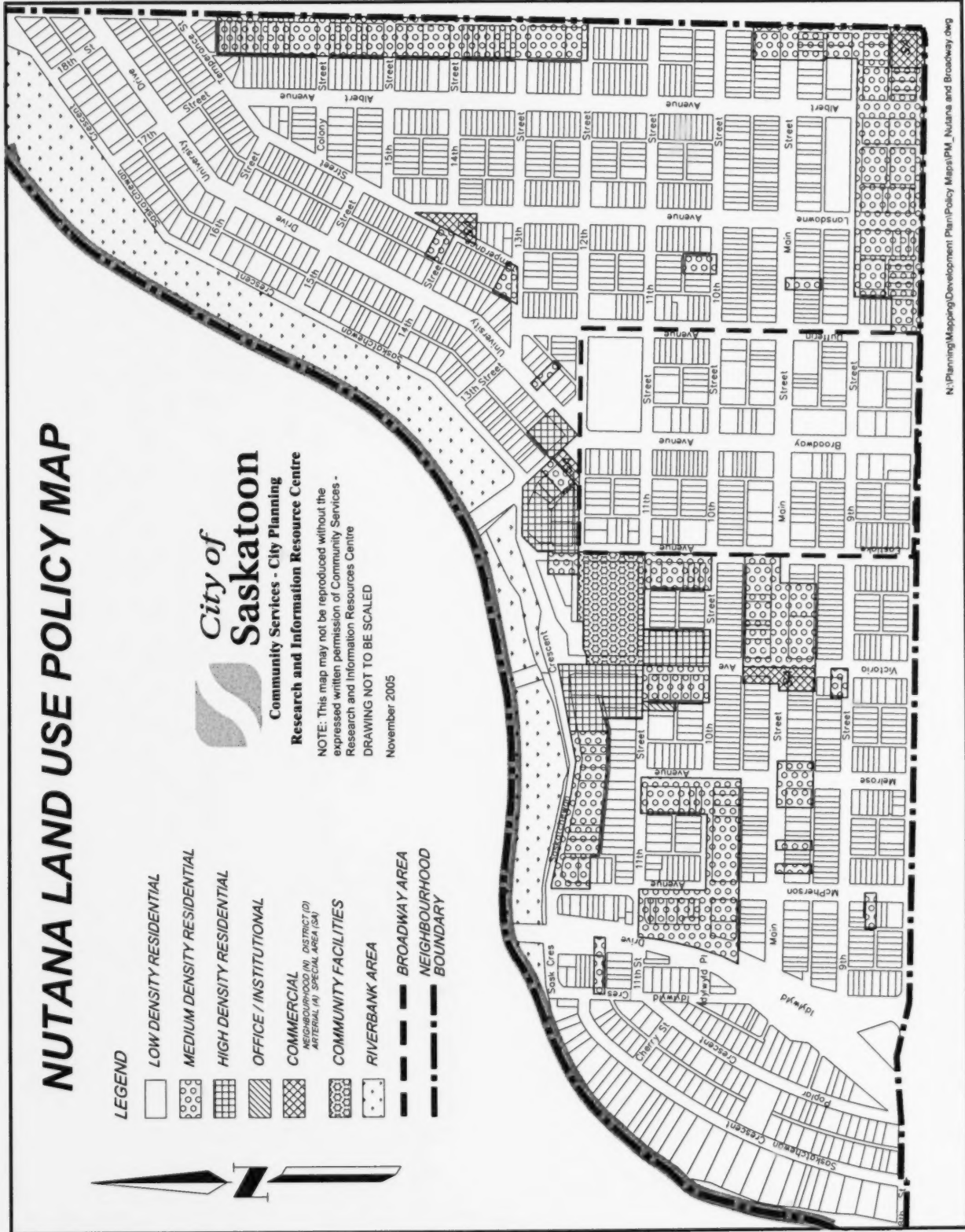
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- OFFICE / INSTITUTIONAL
- COMMERCIAL
NEIGHBOURHOOD DISTRICT (D)
ARTERIAL / SPECIAL AREA (SA)
- COMMUNITY FACILITIES
- RIVERBANK AREA
- BROADWAY AREA
- NEIGHBOURHOOD
- BOUNDARY



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Nutana Land Use Policy Map – Broadway Area
(Revised – Bylaw No. 8154 – November 18, 2002)

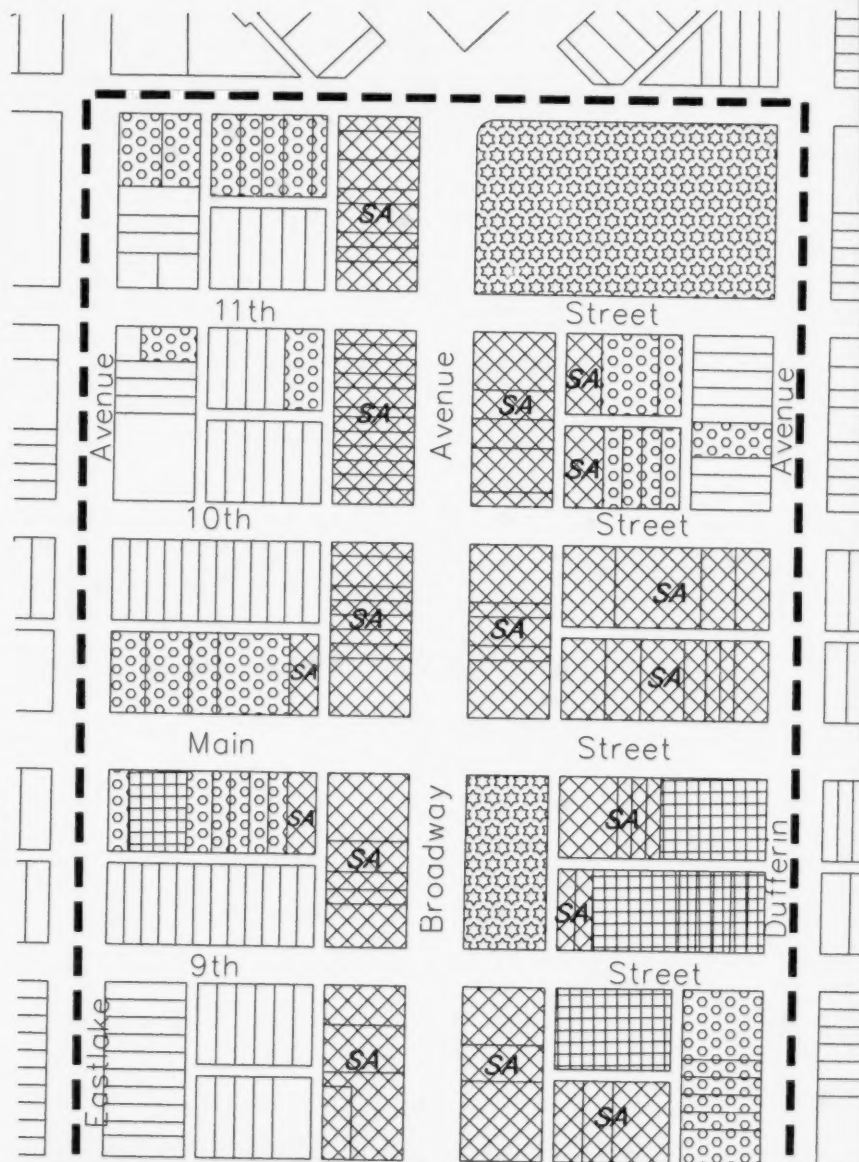
NUTANA LAND USE POLICY MAP

BROADWAY AREA



LEGEND

-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  OFFICE / INSTITUTIONAL
-  COMMERCIAL
NEIGHBOURHOOD (N) DISTRICT (D)
ARTERIAL (A) SPECIAL AREA (SA)
-  COMMUNITY FACILITIES
-  RIVERBANK AREA
-  BROADWAY AREA
-  NEIGHBOURHOOD BOUNDARY



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19.1.1.3 PLEASANT HILL

The Core Neighbourhood of Pleasant Hill is characterized by:

- a moderate amount of medium density residential land;
- a substantial increase in population since 1991;
- a high proportion of people who speak a language at home other than English or French;
- a stable person per household average;
- family incomes below the City average;
- relatively low rental rates for multi-unit dwellings;
- a high proportion of rental accommodation;
- a relatively high density of development; and
- a significant amount of land zoned for redevelopment around the St. Paul's Hospital.

Pleasant Hill- Land Use Policies

The land use Policy Districts for the Pleasant Hill Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

In addition to the general land use policies, development in the Office/Institutional Policy District shall include uses which will complement the activities of the St. Paul's Hospital. Such developments may include offices, residential care homes, hostels, medical clinics, housing for the elderly and other institutional uses.

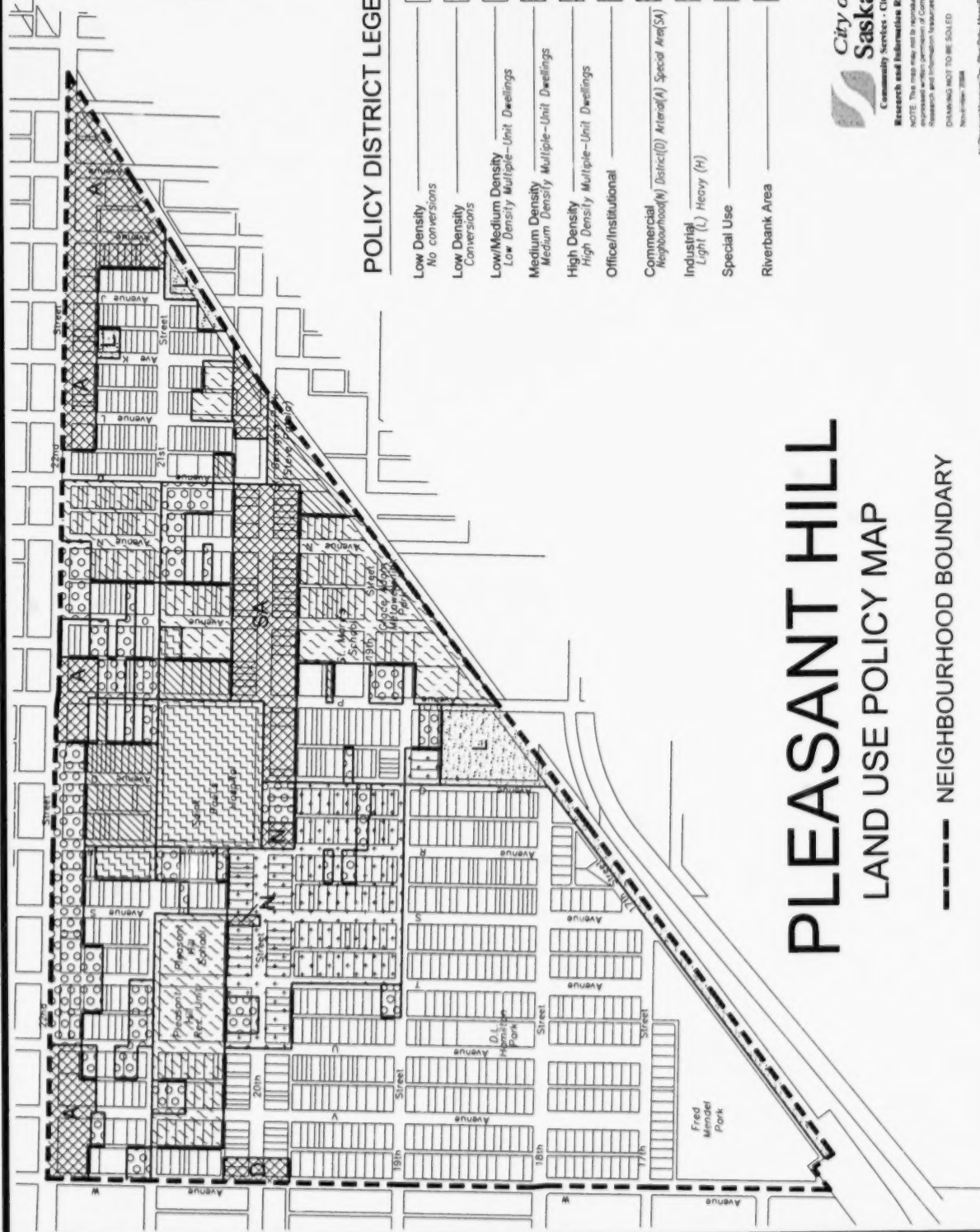
Pleasant Hill Land Use Map

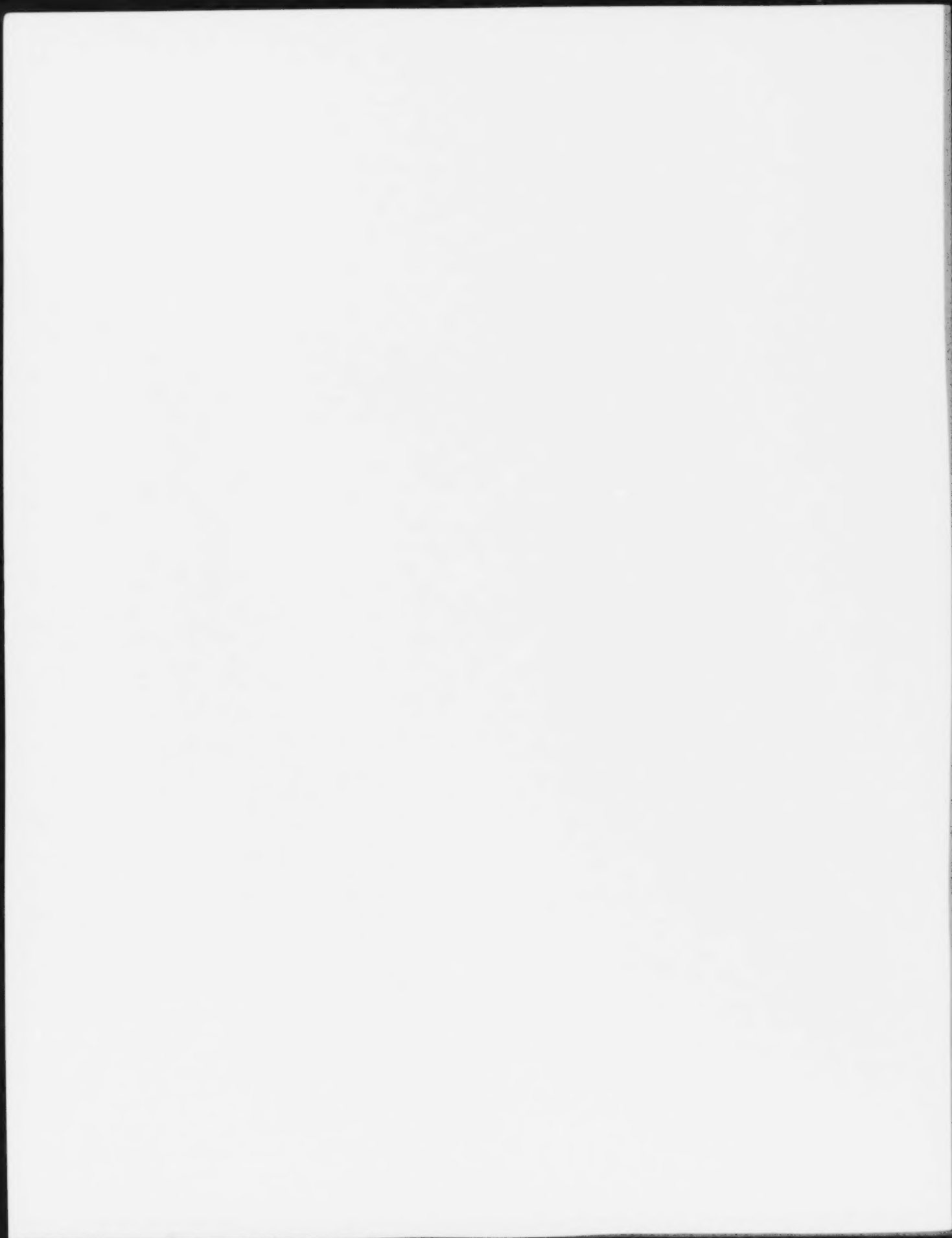
POLICY DISTRICT LEGEND

Low Density No conversions	
Low Density Conversions	
Low/Medium Density Low Density Multiple-Unit Dwellings	
Medium Density Medium Density Multiple-Unit Dwellings	
High Density High Density Multiple-Unit Dwellings	
Office/Institutional	
Commercial Neighbourhood(N) District(O) Arterial(A) Special Area(SA)	
Industrial Light (L) Heavy (H)	
Special Use	
Riverbank Area	

PLEASANT HILL LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY





19.1.1.4 WESTMOUNT

The Core Neighbourhood of Westmount is characterized by:

- a large area of low density residential land;
- a slightly increased population since 1991;
- a high percentage of people who speak a language at home other than English or French;
- an above average proportion of family households;
- a stable residential density and land use pattern;
- relatively low development pressure; and
- a major arterial commercial strip along 22nd Street.

Westmount - Land Use Policies

The land use Policy Districts for the Westmount Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

City of Saskatoon Development Plan.....100

Westmount Land Use Map

WESTMOUNT

LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY



POLICY DISTRICT LEGEND

- Low Density No conversions
- Low Density Conversions
- Low/Medium Density Low Density Multiple-Unit Dwellings
- Medium Density Medium Density Multiple-Unit Dwellings
- High Density High Density Multiple-Unit Dwellings
- Office/Institutional
- Commercial Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Industrial Light (L) Heavy (H)
- Special Use
- Riverbank Area



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19.1.1.5 CASWELL HILL

The Core Neighbourhood of Caswell Hill is characterized by:

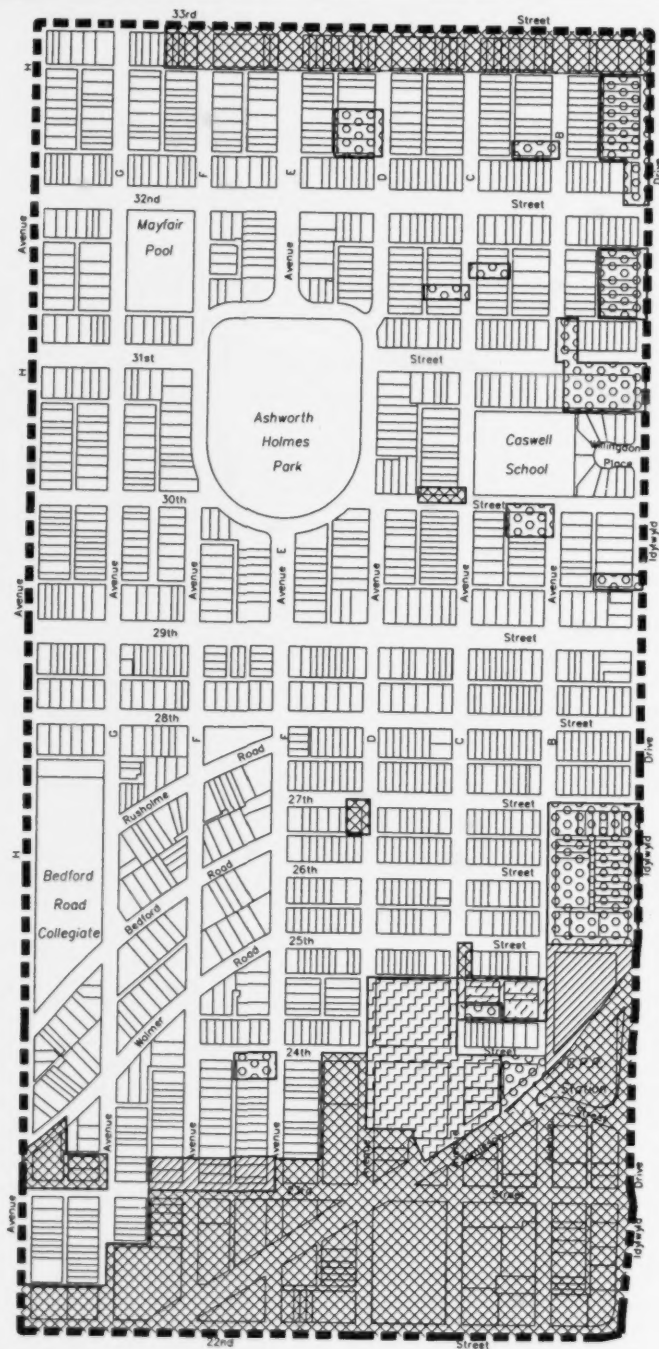
- a large area designated for low and medium density residential redevelopment;
- a slightly increased population since 1991;
- an average proportion of owner-occupied dwellings;
- a slightly above average density of development;
- a major commercial area along 33rd Street; and
- a core-industrial area which is currently in transition to commercial uses.

Caswell Hill - Land Use Policies

The land use Policy Districts for the Caswell Hill Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

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Caswell Hill Land Use Map



LEGEND

Low Density	———	
Medium Density	———	
Office/Institutional	———	
Commercial	———	
Transitional Use	———	
Public Utility	———	
Neighbourhood Boundary	---	

CASWELL HILL

LAND USE POLICY MAP

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19.1.1.6 CITY PARK

The Core Neighbourhood of City Park is characterized by:

- a large amount of land suitable for institutional, office and residential redevelopment;
- unique development opportunities due to proximity to Downtown and City Hospital;
- an increasing population since 1991;
- a small average household size;
- a high proportion of rental accommodation;
- a high proportion of non-family households;
- a relatively high residential density;
- a decreasing amount of single unit dwellings; and
- consistent development activity since 1978.

City Park - Land Use Policies

The land use Policy Districts for the City Park Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

City Park Land Use Map



POLICY DISTRICT LEGEND

Low Density No conversions	
Low Density Conversions	
Low/Medium Density Low Density Multiple-Unit Dwellings	
Medium Density Medium Density Multiple-Unit Dwellings	
High Density High Density Multiple-Unit Dwellings	
Office/Institutional	
Commercial Neighbourhood(N) District(D) Arterial(A) Special Area(SA)	
Industrial Light (L) Heavy (H)	
Special Use	
Riverbank Area	

CITY PARK

LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY

 **City of Saskatoon**

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19.1.1.7 RIVERSDALE

The Core Neighbourhood of Riversdale is characterized by:

- large proportion of single family dwellings;
- large amount of commercial (20th Street Business District), and industrial lands (West Industrial Area);
- affordable rental rates, and housing prices;
- a lower-than-average percentage of owner-occupied dwellings;
- high turnover rates at Princess Alexandra Elementary School;
- a multi-cultural character;
- a high proportion of people who speak another language at home other than English or French;
- a high percentage of one-person households;
- a lower-than-average number of persons per household;
- a low average family income; and
- a high percentage of labour force working in manufacturing and transportation occupations.

Riversdale - Land Use Policies

The land use Policy Districts for the Riversdale Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the Neighbourhood.

In addition to the land use policy designations outlined in Section 19.1.1, the Riversdale Neighbourhood contains a Transitional Land Use designation. This designation refers to the area formerly occupied by the A.L. Cole Power Station, and some nearby properties. The Zoning for the area was previously changed from Industrial to Residential/Institutional. A Holding Symbol "H" was also applied due to the issues of site soil and water contamination resulting from former heavy industrial uses.

The Transitional Land Use designation has been applied to an area of Riversdale where significant land use changes are expected to occur, and therefore, additional studies are required to determine appropriate future land use development patterns. In advance of such studies, development may take place in accordance with existing zoning patterns, subject to the removal of the holding symbol "H" on a site by site basis.

The long term land use objective for this area includes residential, institutional, and commercial development that supports and complements the existing residential development in the neighbourhood, the 20th Street B.I.D. area, and the South Downtown development area.

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Riversdale Land Use Map



RIVERSDALE

LAND USE POLICY MAP

--- NEIGHBOURHOOD BOUNDARY

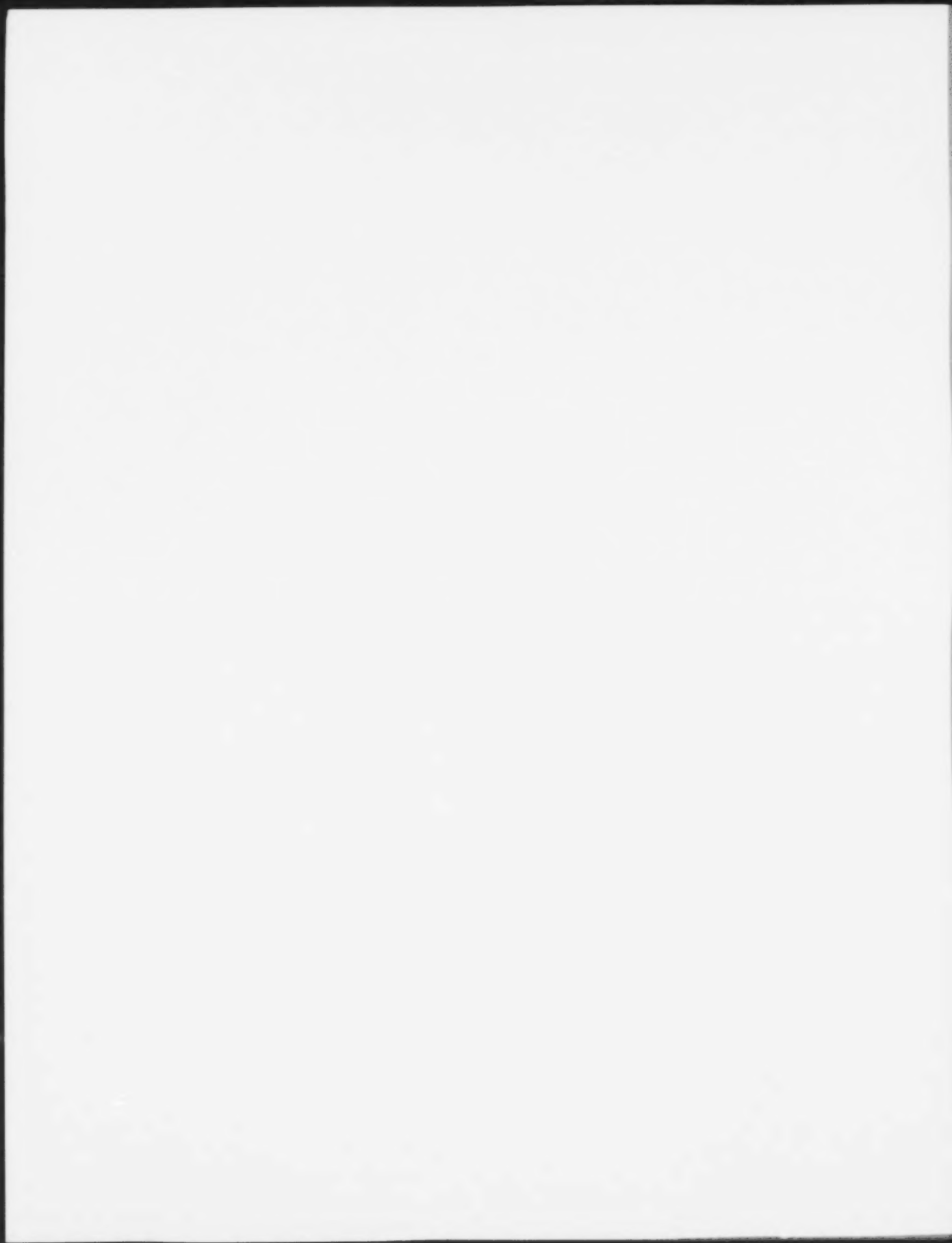
POLICY DISTRICT LEGEND

- Low Density
No conversions
- Low Density
Conversions
- Low/Medium Density
Low Density Multiple-Unit Dwellings
- Medium Density
Medium Density Multiple-Unit Dwellings
- High Density
High Density Multiple-Unit Dwellings
- Office/Institutional
- Commercial
Neighbourhood(N) District(D) Arterial(A) Special Area(SA)
- Industrial
Light (L) Heavy (H)
- Special Use
- Riverbank Area
- Transitional Land Use Area

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19.1.1.8 KING GEORGE LOCAL AREA PLAN

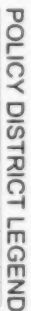
The land use Policy Districts for the King George Neighbourhood are outlined on the King George Local Area Plan - Land Use Policy Map. Refer to Section 19.1.1 for a description of the corresponding land use categories within the neighbourhood. For documentation related to other issues covered during the local area planning process, please refer to the King George Local Area Plan report which is available from the Community Services Department - City Planning Branch.

(Revised - Bylaw No. 8057 - December 3, 2001)

City of Saskatoon Development Plan.....107a

KING GEORGE LOCAL AREA PLAN - LAND USE POLICY MAP

NEIGHBOURHOOD BOUNDARY



- | | | |
|----------------------|--|---|
| Low Density | _____ |  |
| Low Density | No conversions | _____ |
| Low Density | Conversions |  |
| Low/Medium Density | Low Density Multiple-Unit Dwellings |  |
| Medium Density | Medium Density Multiple-Unit Dwellings |  |
| High Density | High Density Multiple-Unit Dwellings |  |
| Office/Institutional | _____ |  |
| Commercial | Approximate(ly) Direct(ly) Indirect(ly) Speed and(S) _____ |  |
| Industrial | Light (L) Heavy (H) _____ |  |
| Special Use | _____ |  |
| Recreation Area | _____ |  |

19.1.1.9 SUTHERLAND LOCAL AREA PLAN

Incorporation of Sutherland Local Area Plan Report

The Sutherland Local Area Plan Report is adopted and shall form part of the Development Plan. A copy of the Sutherland Local Area Plan Report is attached as Schedule "I" to the Development Plan.

The Sutherland Local Area Plan Report contains additional explanatory information to assist in understanding the intent of the policies adopted for the Sutherland Neighbourhood.

Vision Statement

The vision statement for the Sutherland Neighbourhood as set out in the Sutherland Local Area Plan Report is as follows:

"Our Community is safe, vibrant, and friendly; encourages and supports cultural, social, artistic and economic diversity; and maintains a small town atmosphere, with an abundance of diverse and affordable housing."

Goals of the Sutherland Local Area Plan

- to provide clear and specific guidelines to the City in its ongoing efforts to guide and direct development and redevelopment in the neighbourhood;
- to increase the degree of accountability among stakeholders and to foster a more cooperative and pro-active atmosphere when dealing with neighbourhood planning issues;
- to ensure that adequate park and open spaces are identified and to enhance the existing park space with emphasis on linkages between existing park space;
- to establish policies that reinforce the stability of the character of the neighbourhood and encourage a variety of housing to meet the accommodation needs of families;
- to promote transportation that is conducive to an increased quality of life within the neighbourhood;
- to harmonize the relationships between commercial and residential land owners within and adjacent to the neighbourhood;
- to establish a pedestrian link between the two parts of the neighbourhood that are bisected by the railway tracks;

- to mitigate negative impacts from the adjacent Sutherland Industrial Area; and
- to ensure that the neighbourhood is adequately allotted its share of municipal services such as fire, police, recreation and public transit.

Land Use Policies

The land use Policy Districts for the Sutherland Neighbourhood are outlined on the Neighbourhood Land Use Policy Map. The following is a description of the corresponding land use categories within the Neighbourhood.

(A) Residential Low Density Policy District - No Conversions

- (a) These districts shall be preserved as low density residential districts containing primarily one or two unit dwellings.
- (b) These districts are not suitable for multiple-unit dwelling development. The low density character of these districts shall be conserved by discouraging rezoning requests for the purpose of increasing development densities.

(B) Residential Low-Medium Density Policy District - Conversions and Street Townhouses

- (a) These districts are suitable for limited residential redevelopment. These districts are not intended to accommodate extensive multiple unit dwelling development.
- (b) The development of street townhouses of not more than six (6) units per complex shall be encouraged. The actual number of units will depend on the size of the site, although the overall density will remain low-medium.
- (c) Rezoning for apartments may be considered only after it is demonstrated that a particular need will be served or when there are no other suitably zoned sites available in the neighbourhood.

(C) Residential Medium Density Policy District - Low Rise and Walk-Up Apartments

- (a) These districts are suitable for residential redevelopment. It is intended that low rise, ground oriented condominiums be developed in these districts.
- (b) The redevelopment of this district to a higher density shall be accompanied by adequate parking and landscaping standards.

(D) Office/Institutional Policy District

- (a) These districts are intended for small office complexes, institutional, and residential uses.
- (b) Development in these districts shall not include intensive uses which will adversely affect traffic patterns and/or adjacent land uses.

(E) Special Area Commercial Policy District

- (a) Special Area Commercial may include areas that have unique attributes such as location, type of use, or development history, and which do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.
- (b) Specific parking and height requirements may be set in consultation with the surrounding neighbourhood and the landowners."

Residential Infill Development Policies

The City will facilitate the Sutherland residents' application for Architectural Control so that guidelines for redevelopment in the Sutherland Neighbourhood may be established. These guidelines will consider the information set out in the Sutherland Local Area Plan Report (see Schedule "I") with particular emphasis on Section 1.0 Residential Infill Development.

The City and all neighbourhood stakeholders will work together to develop innovative residential neighbourhood development with respect to form and destiny on undeveloped or underdeveloped land in the neighbourhood. Innovative development could take the form of neo-traditional, small lot, ground oriented street townhouses, or accessible housing aimed at accommodating residents through all stages of life.

The City and all neighbourhood stakeholders will work together to develop a process to address issues such as parking overflow which occur as a result of the transition from commercial land use to residential land use.

Parks and Recreation Open Space Policies

The City will work with the Sutherland/Forest Grove Community Association to upgrade, and maintain existing neighbourhood parks through existing processes and programs.

The City will work with the Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify opportunities for utilizing the Local Area Improvement Program for the redevelopment of existing park space.

The City will work with the Sutherland/Forest Grove Community Association to ensure that the Sutherland Neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines in light of the future development of large infill areas which exist in the neighbourhood.

The City will work with the Sutherland/Forest Grove Community Association and other neighbourhood stakeholders to identify opportunities to improve trail links between the neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway.

Transportation and Circulation Policies

The City, in partnership with the Sutherland residents and the Sutherland/Forest Grove Community Association, will work to reduce traffic speed and the volume of short-cutting traffic on local roads.

The City, in partnership with the Sutherland residents and the Sutherland/Forest Grove Community Association, will encourage alternate forms of transportation, such as walking, cycling, and public transit, within the Sutherland Neighbourhood to increase the efficiency of existing roadways.

The City and the Sutherland/Forest Grove Community Association will jointly identify possible pedestrian and cycle route links between the residential, commercial, and industrial areas of the Sutherland Neighbourhood so that alternative means of transportation (walking, cycling, and public transit) within the Sutherland Neighbourhood become viable, safe, and enjoyable.

The City, in consultation with the Sutherland residents and the Sutherland/Forest Grove Community Association, will review the operation of 108th Street with the short term goal of eliminating some types of truck traffic that currently utilize the roadway to increase safety and enjoyment and to reduce noise and vibration.

The City will undertake a study of traffic patterns in the Sutherland Neighbourhood with the long term goal of managing traffic volumes on the roadways by providing additional roadway access to neighbourhoods contained within the University Heights Suburban Area. Such new roadway accesses may include the realignment of Preston Avenue to connect to Attridge Drive at Circle Drive and the extension of McKercher Drive to Kerr Road.

The City, in partnership with the Sutherland residents and the Sutherland/Forest Grove Community Association, will identify areas where City Transit service may be increased or improved.

Commercial Land Use Policies

The City will encourage the Sutherland/Forest Grove Community Association and the Sutherland Business Association to work together to identify areas for partnership and to attempt to resolve issues relevant to the Sutherland Neighbourhood.

The City will establish a maximum height requirement of 5 stories on the existing commercial sites on the West side of Central Avenue, from 706 Central Avenue to 1204 Central Avenue, inclusive, in the Special Area Commercial Land Use Policy District, so that new development on Central Avenue will fit the scale and character of the existing commercial development, and be compatible with the scale of nearby residential areas.

The City will establish parking requirements on the west side of Central Avenue, from 706 Central Avenue to 1204 Central Avenue, inclusive, in the Special Area Commercial Land Use Policy District, as follows:

- i) **Public Assembly Uses** (i.e. restaurants, lounges, taverns, night clubs, funeral homes, and places of worship)

1 parking space for each 10 square metres of space devoted to public assembly (approximately 1 parking space for each 4 table seats) with an exemption for the first 10 required spaces.

- ii) **Theatres**

1 space for each 4 seats, with an exemption for the first 10 required parking spaces.

- iii) **All other uses**

1 parking space for each additional fifty square metres (50m^2) of development over two-hundred square metres (200m^2).

- iv) **Remote parking lots**

Remote parking lots are permitted in the areas outlined in the Zoning Bylaw provided that they are compatible with nearby land uses, and that the owner of the principal use site registers a caveat on the title to ensure the land remains as a required parking lot.

Neighbourhood Safety Policies

The City will work with the Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify existing and potential safety issues that may be addressed by the Safer City Committee.

Neighbourhood Heritage Policies

The City will assist the Sutherland residents to establish partnerships with the Sutherland/Forest Grove Community Association, the Saskatoon Heritage Society, and the Saskatoon Nature Society to identify opportunities for the Sutherland Neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours.

The City will encourage a proactive approach to conserve natural and built heritage resources in the Sutherland Neighbourhood through education and partnerships with the Sutherland/Forest Grove Community Association and the Sutherland Business Association.

Neighbourhood Services and Infrastructure Policies

The City, in consultation with the Sutherland/Forest Grove Community Association, will work with the Sutherland residents to identify and prioritize neighbourhood services and infrastructure issues. Those issues or projects deemed most important can be brought to the City's attention through the Sutherland/Forest Grove Community Association.

The City, in consultation with the Sutherland/Forest Grove Community Association, will work with the Sutherland residents to facilitate addressing priority neighbourhood services and infrastructure issues through the Local Improvement Program where these issues do not fit the City's budget or priority list.

(Revised - Bylaw No. 7840 - June 21, 1999)

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Sutherland Land Use Policy Map

SUTHERLAND

LAND USE POLICY MAP

----- NEIGHBOURHOOD BOUNDARY

POLICY DISTRICT LEGEND

- Residential Low Density  No conversions
- Residential Low/Medium Density  Conversions and Street Townhouses
- Residential Medium Density  Low-rise and walk-up apartments
- Office/Institutional 
- Special Area Commercial 



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November 2004

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19.2 Direct Control District 1 - South Downtown Area

The Direct Control District 1 (DCD1), known as the South Downtown Area, offers an unprecedented and unique development opportunity to strengthen the image of the Downtown by providing a strong, functional link between the Commercial Core and the South Saskatchewan River.

19.2.1 Objectives:

The City of Saskatoon is committed to the redevelopment of the South Downtown Area in a manner that will:

- i) offer a dynamic blend of diverse and complementary land uses which will attract people to the South Downtown Area for year-round, daily and evening activity;
- ii) provide complementary year-round indoor and outdoor public activities;
- iii) support and enhance the existing commercial activities in the Downtown;
- iv) result in architectural and site design solutions that will address the Development Guidelines contained in this Plan for development in the South Downtown Area;
- v) highlight the waterfront as a special feature in the context of an urban environment and provide a linkage or linkages from the commercial core. It is intended that there be open space linkage along the riverbank between Idylwyld Drive and the Broadway Bridge;
- vi) produce mixed use developments which will result in an urban environment which is integrated with public activities conducted on the riverbank; and
- vii) provide the opportunity for the physical linkage of covered, pedestrian ways between adjacent developments.

19.2.2 Policies:

19.2.2.1 Linkage and Land Use

- a) In accordance with the Vision of the South Downtown, acceptable land uses in the DCD1 will be guided by Section 19.2.2.10: Uses and Facilities for the DCD1. These guidelines will allow the South Downtown Area to accommodate mixed use developments. For the DCD1 area only, Section 19.2.2.10: Uses and Facilities for the DCD1 supersedes Section 9.2.2 e) of this Plan.
- b) In so far as possible, development shall maximize retail continuity at grade level.
- c) No development shall occur which does not improve the general environment of the South Downtown Area as an attractive place in which to live, work, shop and visit.
- d) Public pedestrian access and open space corridors from the commercial core to the riverbank shall be provided through at-grade linkages between 1st and 3rd Avenues at one or more locations. The minimum aggregate width available for such linkages shall not be less than forty metres (40m) with any one linkage not less than 5 metres (5m) in width. Of the total forty metres (40m) of linkage to be provided, thirty metres (30m) of this amount will be located between the east boundary of 1st Avenue and the west boundary of 3rd Avenue. One of the linkages shall be located at 2nd Avenue at 19th Street and shall have a minimum width of not less than ten metres (10m).
- e) It is required to maintain public pedestrian linkage with extensive views of the river between Kiwanis Memorial Park and Victoria Park, such linkage shall in no case be less than ten metres (10m) in width and located not more than sixty metres (60m) north of the shoreline as depicted on Plan 91-S-04164.

If these objectives specified in Section 19.2.2.1 e) (above) are met, and the public pedestrian linkage is principally external from buildings, buildings shall, subject to current Flood Damage Reduction regulations, be permitted to locate to the water's edge and shall be no higher than eleven metres (11m) in height.

- f) Development shall, in so far as possible, integrate and link development features such as walkways and amenity spaces to adjacent developments and the riverbank.

19.2.2.2 Building Form and Massing

- a) Final configuration of buildings shall provide as much sunlight as possible to public open spaces.
- b) Height, massing and location of buildings shall conform to the East Elevation Map. In the case of sites located south of 19th Street, however, height may be increased to a maximum of 100 metres provided:

- i) that a public open space at a location to be determined at the discretion of the approving authority be provided equivalent to 150% of that portion of the building footprint when the height exceeds that set out in the East Elevation Map;
 - ii) the horizontal dimension of the building from east to west does not at any point on the building exceed the horizontal dimension of the building from north to south; and
 - iii) the north-south axis of any building footprint shall be perpendicular to the South Saskatchewan River.
- c) For the purpose of reducing wind velocity at grade level, a minimum three metre (3m) recess above eleven metres (11m) shall apply to all building elevations; or alternatively, applications shall include an analysis of the microclimate produced as the result of development and shall address sunlight penetration, snow accumulation and wind velocity in public rights-of-way, and the riverbank.
- d) The facades of buildings adjacent to public rights-of-way and the riverbank shall interface both functionally and aesthetically with these areas.
- e) Development along the riverbank shall maintain the feasibility of construction of docking facilities for tour boats and private pleasure craft.
- f) Development shall encourage the retention of heritage features.
- g) Any structures erected for the sole purpose of public amenity such as viewing towers, landmarks, viewing platforms, public plazas, etc. shall not be considered as buildings and are not required to conform to the building envelope beyond the riverbank zone as shown on DCD1 - Map 2.

19.2.2.3 Open Space

- a) For the area south of 19th Street and north of the 1991 surveyed shoreline as shown on Plan 91-S-04164, and bounded by the Idylwyld and Victoria bridges, the ground coverage for any site shall not exceed 65%. Ground coverage means that percentage of the site covered by buildings above grade level, exclusive of walkways, canopies, balconies, eaves and other overhead structures.

- b) An application may be made for a site to provide more than 65% ground coverage. For approval of such application, the proportional amount of open space not provided on the site shall be, by agreement among the owners affected, transferred to any other site in the area south of 19th Street and bounded by the Idylwyld and Victoria Bridges.

19.2.2.4 Pedestrian Environment

- a) The outdoor pedestrian environment shall be sensitive to climatic conditions and include designs and amenities which will help to prevent the accumulation of snow in public areas, and reduce wind velocity in public rights-of-way and the riverbank.
- b) In the development of all sites, a high priority and conscious effort shall be made to ensure that the environment for pedestrians is safe, attractive, comfortable and convenient.
- c) Landscape treatment shall be used to improve the visual impact of buildings or structures, screen facilities such as utilities or outdoor storage areas, buffer or separate different uses and beautify open spaces.
- d) Readily accessible pedestrian egress and access shall be provided to and from the Idylwyld and Victoria bridges from the area south of 19th Street.

19.2.2.5 Parking and Off Street Loading

- a) For every use of land and building permitted, there shall be provided on site, sufficient space for vehicular off-street parking and loading for the use and benefit of patrons, residents, customers, employees, visitors, tourists or guests in connection with such use of land and building.
- b) Off-street parking spaces shall be contained wholly within or upon permitted buildings. Notwithstanding the above, some off-street parking spaces at grade level may be permitted and shall be screened from adjacent street level view.
- c) Where no buildings are located on site, temporary or interim grade level parking may be permitted without screening.

19.2.2.6 Subdivision

- a) All applications for subdivision shall implement and complement the guidelines contained in this plan for the South Downtown and the City of Saskatoon Subdivision Regulations Bylaw No. 6537.

19.2.2.7 Environmental Constraints

- a) Development shall not cause or contribute to instability of the valley slope during or after construction nor shall improvements be made which may be affected by valley slope instability.

19.2.2.8 Approval Process

- a) Approval for development in the South Downtown Area may be a two part process. Council is bound by the conditions for approval and appeal as stated in Sections 79 and 80 of *The Planning and Development Act (1983)*.

19.2.2.9 Meewasin Valley Authority

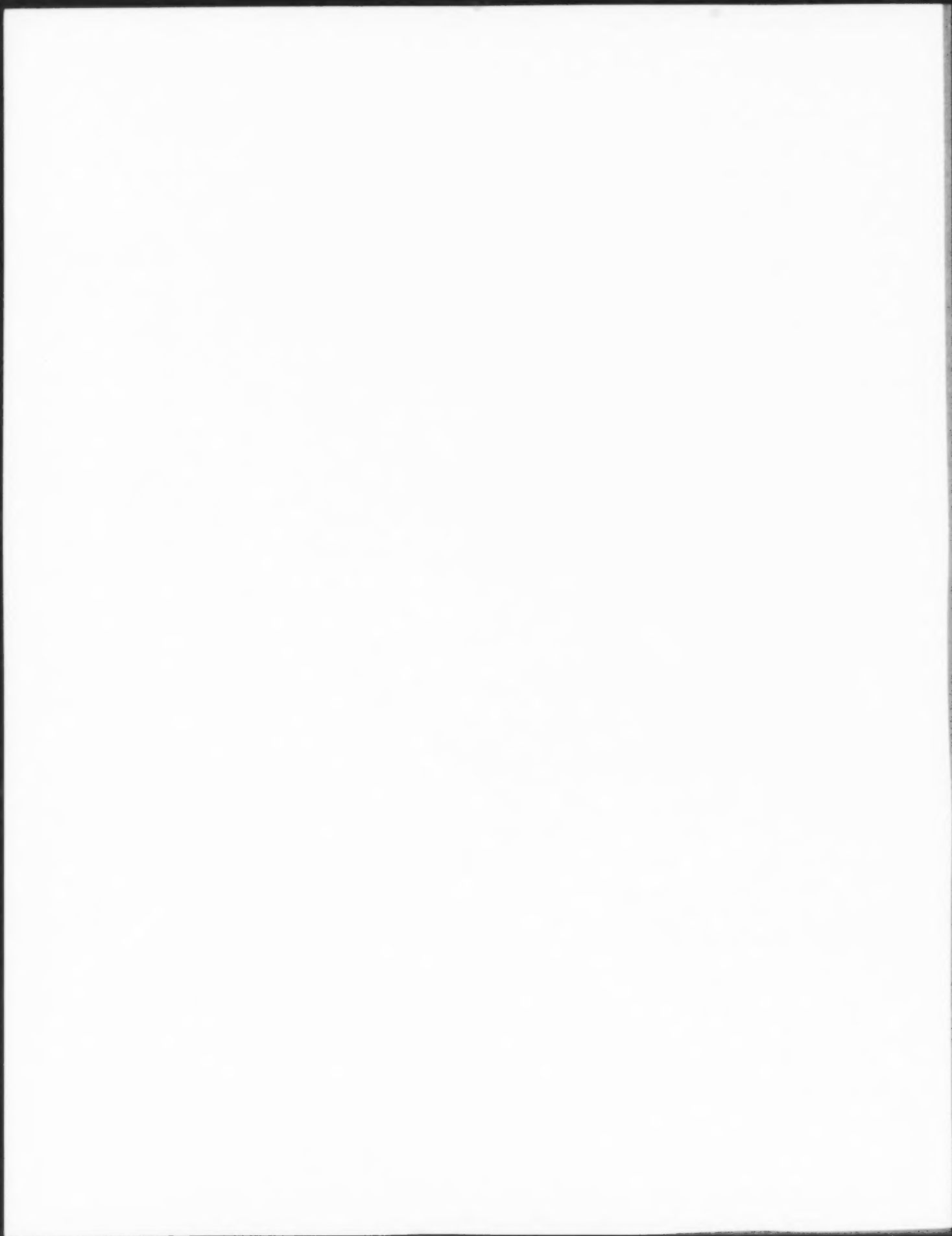
- a) The land area south of 19th Street lies within the Meewasin Valley Authority (M.V.A.) conservation zone and is subject to development review and approval by the M.V.A. before development proceeds.

19.2.2.10 Uses and Facilities for the DCD1 Area

Category	Intent	Uses	Facilities
At Grade -Parks/Open Space/ Linkage	To provide public access to the river in the City's urban core by organizing activity parallel to the river and extending to the core. This is the primary urban node that focuses activity along the river and brings the city to the river. <i>"This link along the river edge.... offers an excellent opportunity for introducing highly active river oriented community facilities...."</i>	Active recreation. Passive recreation. Assembly. Pedestrian access, linkage.	Trails, skating rinks, play areas, docks. Seating, belvederes, fountains, landscaping. Orientation nodes, terraces, plazas, patios. Boardwalks, promenades, seawall, lighting.
At Grade -Public/Commercial Outdoor Recreational Uses	As the primary urban interface with the river, the area will provide opportunity to use the river via public and commercial activity that focus on the water and river bank.	Bike/boat rentals, marinas, street vendors, sidewalk cafes, tour boats.	Boat launches, change/wash rooms.
At Grade -Culture and Tourism	To build on the Downtown's role as the cultural heart of the city by <i>"the development of cultural facilities (which) can improve economic prospects and encourage tourism in the City...."</i>	Public performance, display, events programming, tour offices, box office.	Amphitheatre/stage, museums, galleries, theatres, public art, landmark structures, exhibition and event halls, educational centres (science, aquarium, etc.).
At Grade -Retail	To provide retail opportunity in a unique city-wide and regional location.	Arts/crafts, book stores, specialty kiosks, shops (boutiques), restaurants, nightclubs, concessions.	Farmers market.
Above Grade -Hotel/Convention Centre	To provide accommodation and meeting facilities in the heart of the City.	Hotel/Convention Centre.	Accommodation, meeting rooms, restaurants, exhibition space.
Above Grade -Office Space	To provide the opportunity for an office location for significant institutional clients (Government, Board of Education, court house).	General Office Uses.	Office buildings.
Above Grade -Residential	To provide the opportunity for residential development in the urban core.	Residential.	Multiple-unit buildings.

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DCD1 Area Map





DIRECT CONTROL DISTRICT

MAP No. 1

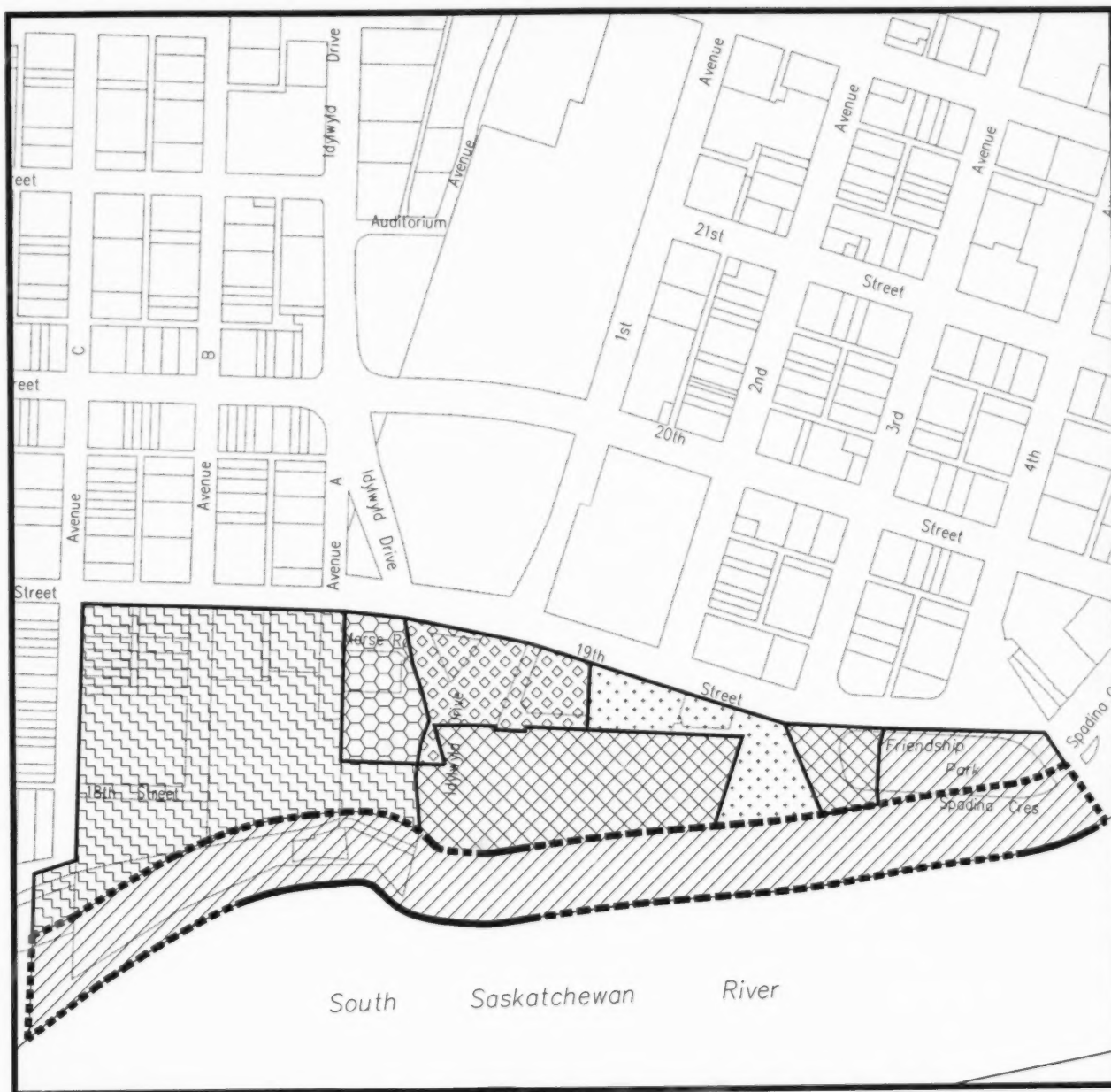
Direct Control District



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DCD Elevation Map



DCD1 MAXIMUM BUILDING HEIGHT MAP No. 2

Riverbank Area (11m) - 2:1 FSR



Twenty Storeys (68m) - 4:1 FSR



Four Storeys (14m) - 2:1 FSR



60m from 1991 Shoreline



Eight Storeys (27m) - 4:1 FSR



Fourteen Storeys (48m) - 3:1 FSR

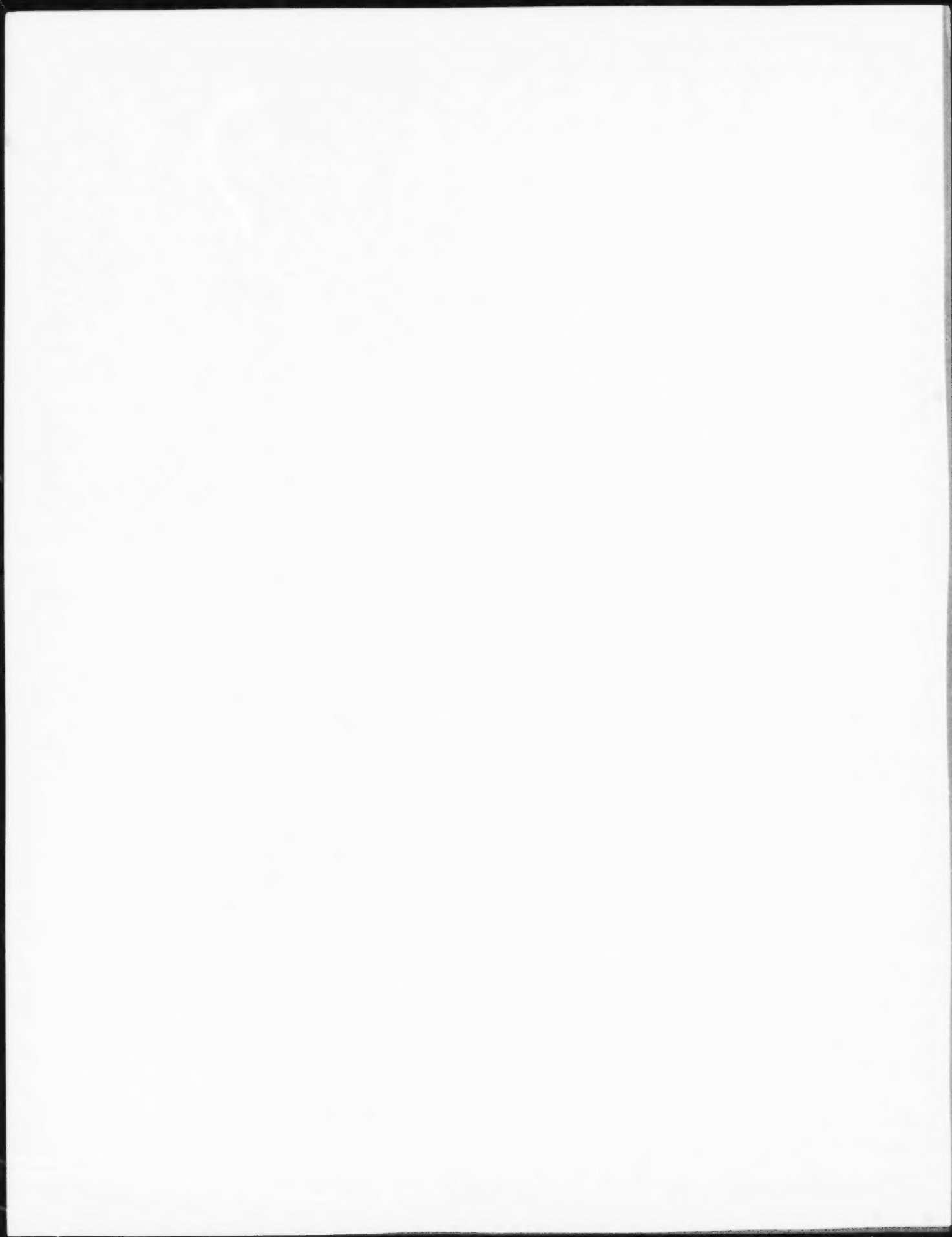


Fourteen Storeys (48m) - 5:1 FSR



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19.3 Direct Control District 2

As of June, 1988, the area designated as Direct Control District 2 (DCD2) is used for one and two-unit dwellings and consists of five culs-de-sac, namely: Stanley Place, Minto Place, Aberdeen Place, Grey Place and Connaught Place, each of which has access to Idylwyld Drive, and each of which is separated from the other by a 20-foot lane.

19.3.1 Objectives:

The objectives of the DCD2 are:

- i) to provide for a change of use from one and two-unit dwellings to those uses permitted in an B3 Zoning District or an RM3 Zoning District in a controlled and phased manner, cul-de-sac by cul-de-sac from south to north;

(Revised - Bylaw No. 7906 - February 21, 2000)

- ii) to minimize the land use conflicts during the period in which the change in use is being phased in;
- iii) to provide for the amenity of the area.

19.3.2 Policies:

- a) The redevelopment of the area within DCD2 shall occur in an orderly and rational manner, cul-de-sac by cul-de-sac from south to north, (commencing with Stanley Place and then proceeding northward in sequence). To facilitate that end, the DCD2 area is divided into five individual development sub-units as follows:
 - i) Sub-unit 1 (Stanley Place): Lots 1 - 14, Block 5, Plan No. G679, and the public street known as Stanley Place;
 - ii) Sub-unit 2 (Minto Place): Lots 1 - 16, Block 4, Plan No. G679, and the public street known as Minto Place, and the adjacent south lane abutting Lots 10 - 14 and 16, Block 4, Plan No. G679;
 - iii) Sub-unit 3 (Aberdeen Place): Lots 1 - 16, Block 3, Plan No. G679, and the public street known as Aberdeen Place, and the adjacent south lane abutting Lots 10 - 14 and 16, Block 3, Plan No. G679;
 - iv) Sub-unit 4 (Grey Place): Lots 1 - 16, Block 2, Plan No. G679, and the public street known as Grey Place, and the adjacent south lane abutting Lots 10 - 14 and 16, Block 2, Plan No. G679;

- v) Sub-unit 5 (Connaught Place): Lots 1 - 16, Block 1, Plan No. G679, and the public street known as Connaught Place, and the adjacent south lane abutting Lots 10 - 14 and 16, Block 1, Plan No. G679.
- b) Development of the Sub-units shall take place only in the following sequences:

First:	Sub-unit 1
Second:	Sub-unit 2
Third:	Sub-unit 3
Fourth:	Sub-unit 4
Fifth:	Sub-unit 5
- c) No development shall take place on any Sub-unit until a Plan of Subdivision which satisfies the following requirements has been registered in the Land Titles Office, with respect to the entire Sub-unit. The Plan of Subdivision shall:
 - i) consolidate all the lots and the public street and lane comprising the Sub-unit into one or more lots and the Buffer Strip described in Clause ii) hereof;
 - ii) create a dedicated Buffer Strip six metres wide throughout, adjacent to Idylwyld Drive and extending from the south limit of the Sub-unit to the north limit access points as shown on Map 3 excepted; (Revised-Bylaw No. 7906-Feb. 21,2000)
 - iii) consolidate all the lots and public street and lane within the Sub-unit which are not required for the said Buffer Strip into one or more lots;
 - iv) allow limited access to Idylwyld Drive from all the five Sub-units as shown on Map 3; (Revised-Bylaw No. 7906-Feb. 21, 2000)
 - v) provide the lot or lots created by the Plan of Subdivision with access to Alberta Avenue;
 - vi) comply with the City of Saskatoon Subdivision Regulations contained in the Subdivision Bylaw;
 - vii) include the entire Sub-unit.
- d) No Plan of Subdivision for any Sub-unit, except Sub-unit 1 shall be approved by the City unless a Plan of Subdivision which satisfies the requirements of Subsection 19.3.2c) hereof has first been registered in the Land Titles Office, for the Sub-unit immediately to the south of it.
- e) When a Plan of Subdivision which complies with Subsection 19.3.2c) hereof has been registered in the Land Titles Office, the Sub-unit covered by the Plan of Subdivision may be used and developed, in the sequence stipulated in Subsection 19.3.2b) hereof, in any manner which meets the requirements of the B3 Zoning District or RM3 Zoning District. (Revised - Bylaw No. 7906 - Feb. 21, 2000)

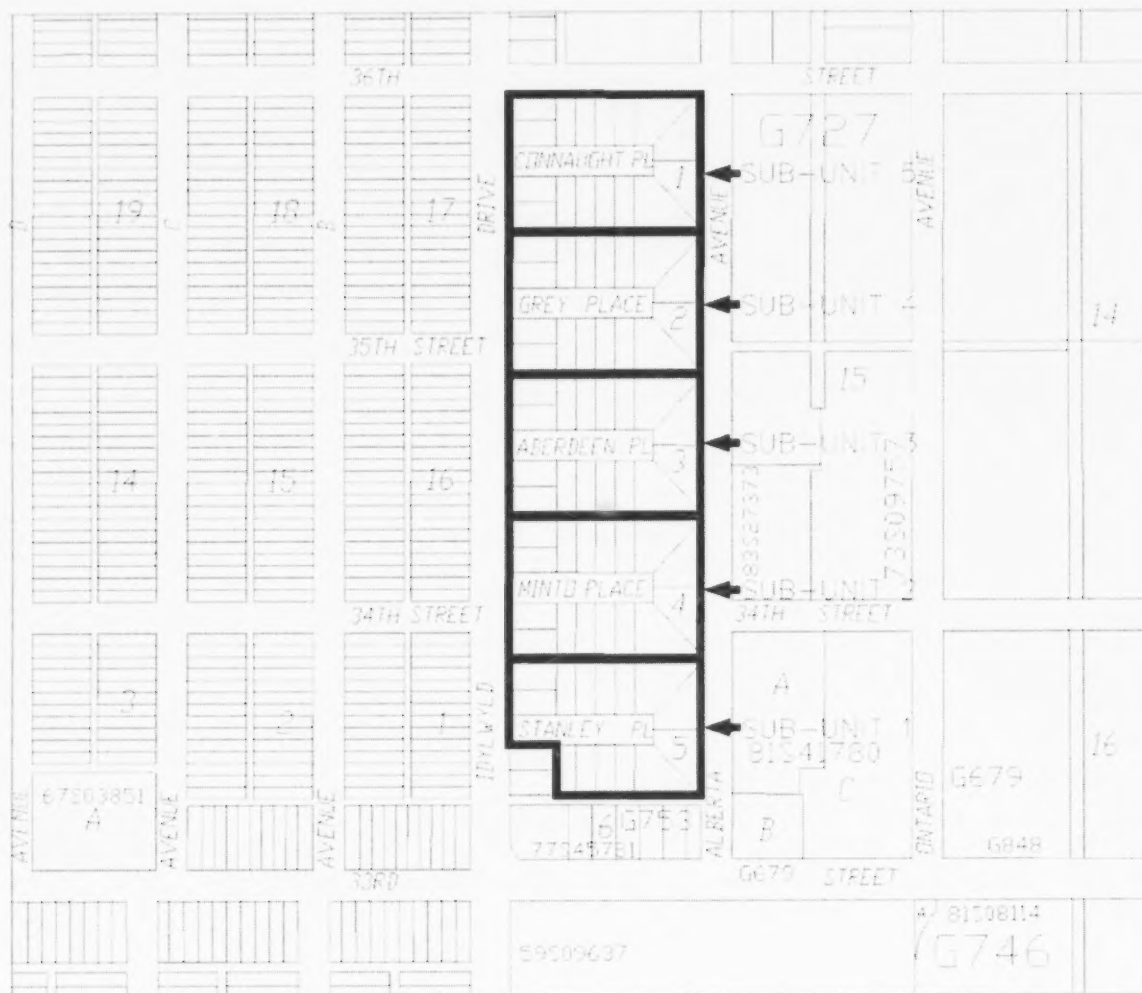
- f) Notwithstanding Subsection 19.3.2c), any use or development is permitted which:
 - i) complies with the provisions of the R2 District in the City's Zoning Bylaw; and,
 - ii) is located on property with respect to which no Plan of Subdivision has yet been approved or registered pursuant to Subsection 19.3.2c).

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DCD2 Area Map 1

City of Saskatoon Development Plan.....127

DCD2 Area Map 2



DIRECT CONTROL DISTRICT NO. 2

SUB-UNITS

DCD2 - Map 2

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CITY OF SASKATOON PLANNING AND BUILDING DEPARTMENT, MAY 1993 - MAP 2

DCD2 Area Map 3

(Revised - Bylaw No. 7906 - Feb. 21, 2000)

19.4 Direct Control District 3

19.4.1 Purpose

The purpose of the Direct Control District 3 (DCD3) is to create a site for a new class of retail land in Saskatoon located on land owned by The University of Saskatchewan in the vicinity of Circle Drive and Attridge Drive. The primary focus of the new retail class will be to accommodate large-format or "big box" retail stores which are not readily accommodated in other standard commercial areas of Saskatoon. The Development Plan policies create a hierarchy among commercial areas in the City. The DCD3 is a new category of retail land placed between the Downtown and Suburban Centre Commercial uses in this hierarchy.

19.4.2 Objectives

The objectives of the DCD3 are:

- i) to create a new category of retail land in the Development Plan containing Large Format Retail Stores uses which are intended to serve a city-wide and regional market population;
- ii) to create a location for Large Format Retail Stores which do not readily fit, or have locational requirements which exceed, standard retail areas in Saskatoon;
- iii) to protect the Downtown and other established retail areas from harmful effects of Large Format Retail Stores by restricting the following:
 - the overall net developable area of the DCD3;
 - the permitted uses;
 - the overall number of Large Format Retail Stores through a maximum floor area ratio; and
 - phasing the development over time.
- (iv) to provide the opportunity for Large Format Retail Stores and accessory uses to concentrate in a highly visible and accessible location adjacent to the City's freeway system;
- (v) to ensure a high degree of site design and architectural features which are complementary to the setting and architecture of the University of Saskatchewan;

- (vi) to allow the development of Large Format Retail Stores and accessory uses to be phased in over an extended time period and as demand for retail spaces grows in the City and region;
- (vii) to permit City Council to exercise particular control over the eventual timing, site design, access, egress, landscaping, lighting and other development standards of each phase of the development.

19.4.3 Definitions

In this Subsection:

- a) "Associate Large Format Store" means a Large Format Retail Store with a gross floor area of less than 9,300m²;
- b) "Large Format Anchor Store" means a Large Format Retail Store with a minimum of 9,300m² of gross floor area;
- c) "Large Format Retail Store" means a retail store with a minimum of 930m² of gross floor area.

19.4.4 Permitted Uses

The Permitted Uses in the DCD3 are Large Format Retail Stores. Large Format Retail Stores are comprised of two types - Large Format Anchor Stores and Associate Large Format Retail Stores.

19.4.5 Accessory Uses - Group 1

- a) Accessory Uses - Group 1 in the DCD3 are the following:
 - i) restaurants and lounges not exceeding 300m² in gross floor area;
 - ii) beauty parlours and barber shops;
 - iii) Pharmacies;
 - iv) dry cleaning;
 - v) service kiosks such as those providing travel or financial functions;
 - vi) offices related to Large Format Retail Stores.
- b) Access to Accessory uses - Group 1 shall only be permitted from within any Large Format Retail Store.
- c) Accessory Uses - Group 1 shall not exceed 10% of the gross floor area of the Large Format Retail Store in which the accessory use is located.

19.4.6 Accessory uses - Group 2

- a) Accessory Uses - Group 2 in the DCD3 are the following:
 - i) adjacent outdoor or partially enclosed selling or customer service areas related to the Large Format Retail Store;
 - ii) freestanding gas bar with or without convenience store;
 - iii) freestanding restaurant with or without lounge.
- b) Examples of adjacent outdoor or partially enclosed selling or customer service areas include areas for the sale of gardening and landscaping supplies.
- c) Only one freestanding gas bar with or without convenience store is allowed per site. Convenience stores shall not exceed 250m² in gross floor area.
- d) Only one freestanding restaurant with or without lounge and not exceeding 550m² in gross floor area is allowed per site.

19.4.7 Prohibited Uses

The following uses are prohibited in the DCD3:

- i) hotels and motels;
- ii) enclosed shopping malls;
- iii) entertainment complexes and theatres;
- iv) retail stores under 930m² in gross floor area;
- v) vehicle and equipment sales;
- vi) residential uses;
- vii) offices unrelated to Large Format Retail Stores;
- viii) outdoor storage of materials not within an adjacent outdoor selling or customer service area.

19.4.8 Development Standards - DCD3

The following development standards are applicable in the DCD3:

- i) Large Format Retail Stores must have a minimum gross floor area of 930m²;
- ii) No interior access between Large Format Retail Stores is permitted;

- iii) the parking and loading space requirements are the following:
 - one space for every 20m² of gross floor area for each Large Format Store;
 - one space for every 10m² of gross floor area devoted to public assembly for each stand-alone restaurant;
- iv) no building shall exceed 12 metres in height;
- v) the maximum floor area ratio shall be .33:1;
- vi) signs shall be permitted in accordance with the regulations applicable to Signage Group No. 5 contained in The Sign Regulations, being Appendix "A" to Zoning Bylaw No. 7800 with the exception of third party advertising, roof signs, portable signs, billboards and superboards.

19.4.9 Anchor Requirement

Large Format Anchor Stores must comprise at least 62.5% of the developable area of the DCD3 and at least one Large Format Anchor Store must be situated on each site. The remaining 37.5% of the developable area of the DCD3 will be used for Associate Large Format Retail Stores. In addition, one gas bar with or without a convenience store and one freestanding restaurant with or without a lounge is permitted on each site within the remaining 37.5% of developable area.

19.4.10 Site Size, Subdivision and Phasing

- a) Development within the DCD3 shall occur in three phases, each phase being associated with a site:
 - Phase 1 = Site 1;
 - Phase 2 = Site 2;
 - Phase 3 = Site 3.
- b) Each site must be between 4 and 9 net hectares in size.
- c) No more than 19 net hectares in total may be developed in the DCD3.
- d) Leasehold parcels may be created within each site to suit the individual Large Format Retail Store needs.
- e) Each phase must be substantially developed or subject to a binding written commitment that it will be substantially developed before proceeding to the next phase.

- f) A retail market impact analysis which indicates that further development as proposed would not have a significant adverse impact on the City must be submitted prior to approval of each of Phase 2 and Phase 3.

19.4.11 Architectural Control

Building design, form, massing and architecture must complement and reflect the University setting.

19.4.12 Landscaping

A highly developed level of landscaping which is complementary to the University setting is required.

City of Saskatoon Development Plan.....133a

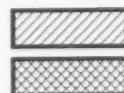
DIRECT CONTROL DISTRICT NO. 3 MAP NO. 1



AMENDMENT TO THE DEVELOPMENT PLAN LAND USE MAP

FROM DIRECT CONTROL DISTRICT 3 TO SPECIAL USE ---

FROM SPECIAL USE TO DIRECT CONTROL DISTRICT 3 ---



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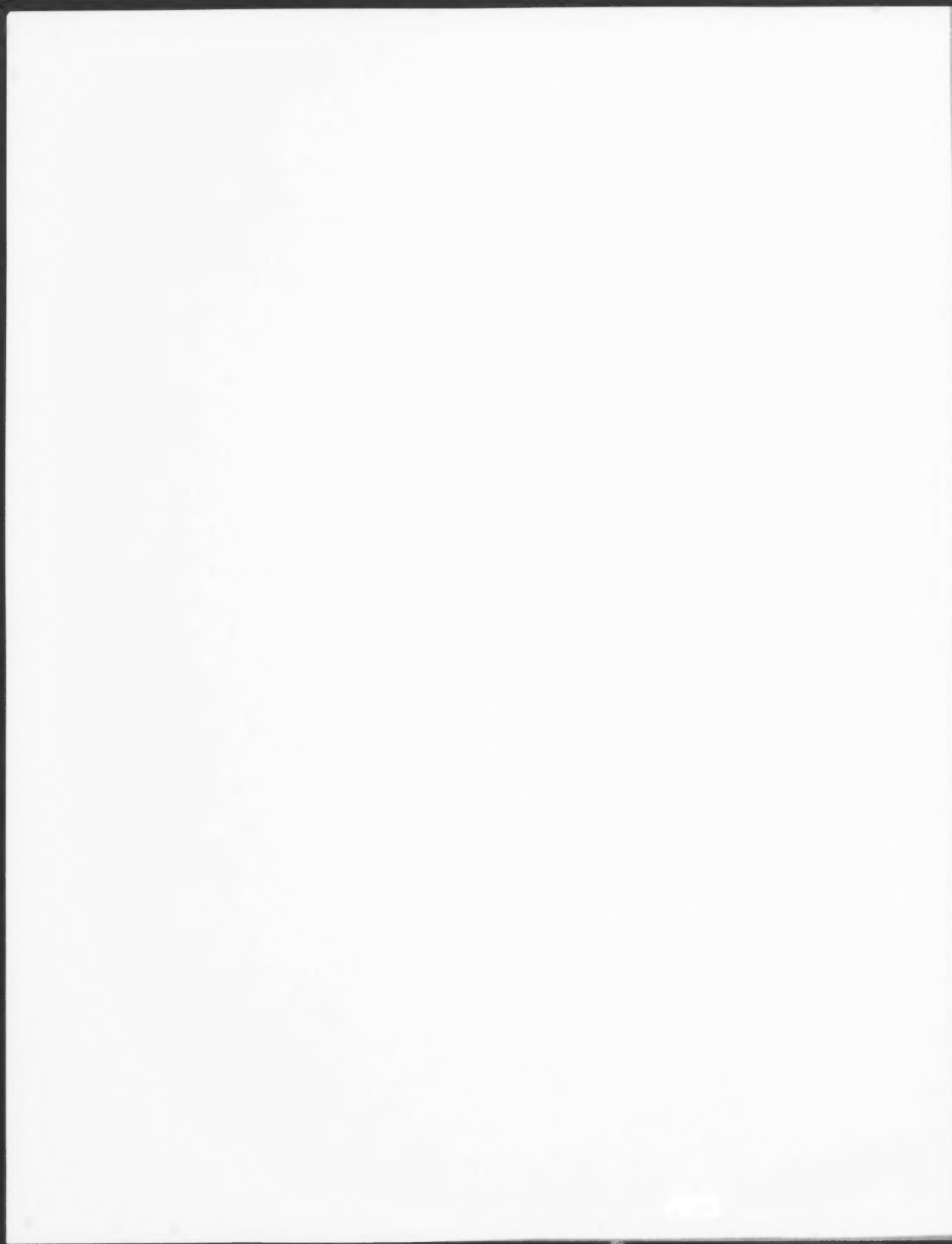
Map No. 1

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19.5 Subdivision Policy for the Montgomery Place Neighbourhood

- Minimum Site Frontage* a) In order to complement the existing character of the Montgomery Place Neighbourhood, the minimum site frontage for new residential lots shall be 15 metres. All other applicable standards of the Subdivision and Zoning Bylaws shall apply in Montgomery Place.

(Revised - Bylaw No. 7972 - October 16, 2000)



SUTHERLAND LOCAL AREA PLAN REPORT

SUTHERLAND

LOCAL AREA PLAN REPORT

City of Saskatoon * Planning and Building Department * January 1, 1999

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EXECUTIVE SUMMARY

The Sutherland Local Area Plan has been undertaken to ensure that the qualities which make this neighbourhood successful are maintained, and to address issues which are important to the future of the neighbourhood.

Refer to Map No. 1 on page 16.

The Sutherland Local Area Plan is public participation-oriented planning approach and is part of Council's commitment through the City of Saskatoon Strategic Plan to "enable active community-based citizen participation in issue and problem identification and resolution".

Once completed, the Sutherland Local Area Plan will be adopted, in by-law, to form part of the City's Development Plan.

By creating a vision, maximizing opportunities, and solving problems, the Local Area Plan for this neighbourhood will contribute to the success of the City as a whole.

The Sutherland Local Area Plan has been drafted with extensive community input. A dedicated planning group consisting of neighbourhood residents, representatives of the Sutherland/Forest Grove Community Association, and Sutherland Business Association was formed in September of 1997. Through these meetings, the members of this group have set goals and recommendations aimed at achieving their vision for the future of Sutherland. These goals and recommendations are set out in detail in this report.

The goals of the Sutherland Local Area Plan are:

- To provide clear and specific guidelines to the City in its ongoing efforts to guide and direct development and redevelopment in the neighbourhood;
- To increase the degree of accountability among stakeholders and to foster a more co-operative and pro-active atmosphere when dealing with neighbourhood planning issues;
- To ensure that adequate park and open spaces are identified and to enhance the existing park space with emphasis on linkages between existing park space;
- To establish policies that reinforce the stability of the character of the neighbourhood and encourage a variety of housing to meet the accommodation needs of families;
- To promote transportation that is conducive to an increased quality of life within the neighbourhood;
- To harmonize the relationships between commercial and residential land owners within and adjacent to the neighbourhood;
- To establish a pedestrian link between the two parts of the neighbourhood that are bisected by the railway tracks;
- To mitigate negative impacts from the adjacent Sutherland Industrial Area; and
- To ensure that the neighbourhood is adequately allotted its share of municipal services such as fire, police, recreation, and public transit.

The recommendations in this report follow the overall vision of Plan Saskatoon to sustain a high quality of life for Saskatoon's residents over the long term by balancing the economic, environmental and social needs of the community.

OVERVIEW

WHY LOCAL AREA PLANS?

One core strategy of City of Saskatoon's Strategic Plan is to "enable active community-based participation in issue and problem identification and resolution". This has yielded extensive neighbourhood participation through the Core Neighbourhood Study Review and the Plan Saskatoon processes. Respondents to The Plan Saskatoon Public Participation Program indicated that additional measures are required to enhance the viability of Saskatoon's Core and Intermediate neighbourhoods, thereby:

- improving neighbourhood and property maintenance;
- developing and improving green spaces;
- managing the number of multiple-unit dwellings;
- managing the impact of transportation changes;
- creating greater housing choices; and
- enhancing health/safety and crime prevention.

These measures will be necessary as the Core and Intermediate neighbourhoods will be expected to accommodate moderate levels of infill development over the next 20 years. This development potential exists in the current land use policy designations and associated zoning patterns. Population increases will originate from natural neighbourhood regeneration. Some of these areas will also experience increases in employment over the next 20 year period. Increased employment opportunity will come primarily from the infill of vacant or under-used industrial and commercial lands. Because of their central location, the long term viability of these Core and Intermediate neighbourhoods contributes significantly to the success of the overall City. Their continued viability will require Local Area Plans to identify and address neighbourhood issues such as those noted above.

The Local Area Plans will share a format that includes a neighbourhood demographic and infrastructure inventory, a public participation process to develop goals and set priorities, and an action plan. Each Local Area Plan will be prepared and scheduled with regards to a number of issues, including but not limited to, their current level of pressure for development and need for remediation.

THE LOCAL AREA PLAN

Local Area Plans are a public participation-oriented planning approach which gives stakeholders an active role in determining the future of their area or neighbourhood. Through assessment of current conditions, strengths and weaknesses, and identification of trends, the local area planning process develops goals and actions aimed at the long-term success of a local community with due regard to city-wide goals and issues. The planning process permits residents, business owners, land owners, and other stakeholders to identify and prioritize issues affecting their community. By working together with the City of Saskatoon, through the Planning and Building Department, these groups can then discuss alternatives, solutions and projects to help meet the goals they have contributed to.

Local Area Plans include strategies designed to improve or maintain specific areas and provide a guide for future development of the local area. Strategies will vary from area to area, but will generally focus on the issues of land use, housing, safety, transportation, urban design, and open space. The scope of the plans could vary from addressing a few specific issues, to an approach which encompasses a wide range of issues.

**Sutherland Local
Area Planning
Group**

The Sutherland Local Area Planning Group is a group of neighbourhood stakeholders that met every two weeks between October, 1997 and May, 1998. The Planning and Building Department hosted a public meeting in September, 1997 to introduce the Local Area Planning process and to gather input from the Sutherland neighbourhood stakeholders as well as invite a small number of people to become directly involved in the process. There were 15-20 people that consistently attended these meetings. They represent neighbourhood residents of various ages, homeowners, business owners, business operators, land owners as well as the Sutherland/Forest Grove Community Association, and the Sutherland Business Association. They have consistently and conscientiously discussed and debated all of the issues and concerns that were raised at the Sutherland public meeting held at the Sutherland Hall on September 30th, 1997.

Mission Statement

The Sutherland Planning Committee, dedicated to the people of this community, exists to help provide and implement a short and long term development plan for the community.

Vision Statement

Our Community is safe, vibrant, and friendly; encourages and supports cultural, social, artistic and economic diversity; and maintains a small town atmosphere, with an abundance of diverse and affordable housing.

Plan Goals

The goals of the Sutherland Local Area Plan are:

- To provide clear and specific guidelines to the City in its ongoing efforts to guide and direct development and redevelopment in the neighbourhood;
 - To increase the degree of accountability among stakeholders and to foster a more co-operative and proactive atmosphere when dealing with neighbourhood planning issues;
 - To ensure that adequate park and open space are identified and to enhance the existing park space with emphasis on linkages between existing park spaces;
 - To establish policies that reinforce the stability of the land uses in the neighbourhood and encourage a variety of housing to meet the accommodation needs of families.
 - To promote transportation that is conducive to an increased quality of life within the neighbourhood;
 - To harmonize the relations between commercial and residential land uses within and adjacent to the neighbourhood; and
 - To establish pedestrian links between the two parts of the neighbourhood that are bisected by the railway tracks.
 - To mitigate negative impacts from the adjacent Sutherland Industrial Area.
 - To ensure that the neighbourhood is adequately allotted its share of municipal services such as fire, police, recreation, and public transit.
-

THE VOICE OF SUTHERLAND

THE COMMUNITY VALUES:

Throughout the local area planning process, including two neighbourhood-wide public meetings, the residents, business owners, and other neighbourhood stakeholders have voiced support for a number of neighbourhood characteristics they value and wish to retain.

- A strong sense of a community that is safe, vibrant, friendly, family-oriented and based on a co-operative decision making process.
 - A community that encourages and supports cultural, artistic and economic diversity through volunteerism and sponsorship.
 - Sutherland neighbourhood's history and small town atmosphere.
 - A diverse and affordable housing stock which faces the street and reinforces the feeling of community and togetherness.
 - A mix of residential, commercial, and industrial land uses that facilitates living, working, and shopping within the neighbourhood and which co-operatively works towards solving conflicts.
 - A mixed-use neighbourhood which promotes alternative modes of transportation, such as walking, biking, and public transit, within the neighbourhood.
-

THE VOICE OF SUTHERLAND

THE COMMUNITY IS CONCERNED ABOUT

Throughout the local area planning process, including two neighbourhood-wide public meetings, the residents, business owners, and other neighbourhood stakeholders have voiced concern over a number of neighbourhood characteristics that they would like to change.

- Future land uses and infill development.

Residential infill development should be sympathetic, in form and scale, to the existing development in Sutherland. Residents would like to see R1/R2 zoning with ~1000 sq. ft. dwellings with sidewalks, alleys and garages out back.

The development of Multiple Unit Dwellings (MUD) should be limited. Residents feel that the neighbourhood is approaching its saturation point.

- Transportation and Circulation.

The speed and volume of traffic in the neighbourhood is too high. There is a lot of traffic cutting through Sutherland as they commute between other Northeast Sector neighbourhoods and the University of Saskatchewan and the Central Business District.

An excessive volume of through traffic on Egbert Avenue makes it difficult and unsafe for children to cross the street on their way to and from school.

The amount and speed of through traffic on both Central Avenue and 108th Street makes it unsafe for pedestrians trying to cross the street.

Heavy traffic on 108th Street decreases the quality of life for those residents who face the street, dangerous for pedestrians trying to cross the street, and unsafe for cars trying to exit their driveways onto 108th.

PLAN SAKATOON

Public Survey Results:

Can you identify measures that would enhance the viability of Saskatoon's Core and Intermediate neighbourhoods?

Improve Neighbourhood/
Property Maintenance
(21%)

More/Improved
Greenspaces (10%)

Encourage Neighbourhood
Commercial Centres (6%)

Limit Multi-Unit Dwellings
(6%)

Enhanced Health/Safety
and Crime Prevention (6%)

Provide Greater Housing
Choice (5%)

- The level of municipal services in the neighbourhood.

There is a lack of sidewalks on some streets others are in poor condition.

The quality and timing of snow removal needs improvement.

There is poor drainage in C. F. Patterson Park, particularly in the spring.

There is poor storm water drainage in parts of the neighbourhood in the spring and after heavy rainfall.

- Level of safety within the neighbourhood.

The level of theft and vandalism is perceived to be on the rise.

Neighbourhood streets are unsafe for pedestrians, cyclists, and vehicles.

- The amount of park and open space in the neighbourhood and their degree of development.

Future residential infill in the neighbourhood must include adequate park space i.e. 10% of gross area as defined by existing administrative policy. This is of particular concern with regards to the University of Saskatchewan lands.

Existing park space should be better developed.



SUTHERLAND HISTORY

The neighbourhood of Sutherland on the east side of Saskatoon is unique in the city. Sutherland had independent beginnings as a railway town, and although it amalgamated with Saskatoon in 1956, a small town atmosphere still permeates the community. This is due in part to the layout of Sutherland and in part to the green barrier created by the University of Saskatchewan's fields which prevents the neighbourhood from being engulfed by the city it chose to join.

A Railway Town

Like most prairie towns, the founding of Sutherland was directly related to railway construction. The site for the town was chosen not for environmental reasons (such as proximity to water), but for its position on a railway line and its proximity to Saskatoon. In 1907, the Canadian Pacific Railway completed the construction of its branch line from Regina to Edmonton as far as the outskirts of Saskatoon. It was the CPR's practice to bypass existing communities and build its own town sites on land it owned or acquired —thus sharing the real estate profits with no one. In accordance with this practice, the railway company decided to build its divisional point and terminal three miles east of Saskatoon in what is now Sutherland. In 1908 its bridge and route through the city were completed and the CPR purchased the land for its rail facilities from noted Saskatoon real estate agent, Albert H. Hanson.

Development Pattern

A member of Saskatoon's economic elite, Hanson began buying land in the Sutherland area in about 1905. In 1908, after selling some of his land to the CPR, he subdivided the rest of his property on the west side of the railway track. This residential and commercial subdivision was laid out in a north-south grid typical of North American townships.

On the other side of the tracks, the CPR was subdividing its land, as was typical of prairie railway towns, following the rail axis on an oblique angle from southeast to northwest.

Both subdivisions were laid out in a grid pattern, however since West Sutherland was aligned with 1st Avenue — later Central Avenue— and east Sutherland was aligned with the railway track, the grid pattern conflicted. This lack of conformity became an intrinsic feature of the community. The resulting gap between the tracks and Central Avenue was destined to become a light industrial area. As well, most of the subsequent growth in

Sutherland took place on the western side of the tracks; there was little growth in the residential area east of the tracks for several decades, due in part to the lack of schools or parks in this neighbourhood.

A New Village

In the spring of 1909, Sutherland had a population of 102 residents; over half of these residents were affiliated in some way with the CPR. At that time the community wrote to the Saskatchewan Department of Municipal Affairs requesting incorporation as a village. A petition with 51 signatures was also forwarded as part of the application, and on August 30, the village of Sutherland was created.

William C. Sutherland

Sutherland was named after prominent Saskatchewan politician William C. Sutherland. Trained as a lawyer, Sutherland came to Saskatoon in 1903 and became its first secretary treasurer. A wheat farmer and stock raiser who also co-owned a Saskatoon real estate firm, Sutherland was elected as the first Saskatoon member to the new Saskatchewan legislature in 1905, winning the seat for the Liberals. He served as deputy-speaker in the assembly from 1908 to 1912. During this period he was instrumental in getting the University of Saskatchewan to locate in Saskatoon.

The Town of Sutherland

By 1912, Sutherland had grown to a population of 1,000 people. This impressive growth from 100 to 1,000 people over a period of three years was due to a "boom" phenomenon that Sutherland — like its neighbour Saskatoon, and other prairie communities — experienced in the early years of development. By 1912, town boosters were calling Sutherland a "real estate plum", and were making predictions of considerable growth for their community.

Sutherland seemed destined for bigger and better things; clearly it could no longer remain a village. While some Sutherland residents felt that amalgamation was the way to go, visions of prosperity and growth prompted the majority of citizens to seek Sutherland's incorporation as a town. On June 1, 1912, the town of Sutherland was officially born.

Signs of Growth

Several new projects were undertaken beginning in 1912-13 which reflected the optimism of the townspeople. The Sutherland town hall was completed in January 1912, built at the corner of 108th Street and Egbert Avenue. Students attending Sutherland School

moved from their one room wood frame school to a new, multi-story brick school in 1912. Another significant sign of growth was the establishment, August 11, 1913, of a physical link between the town and Saskatoon through the construction of a street railway line.

Town Improvements

By the end of 1912, Sutherland's population was approaching 1,500. The optimistic outlook of the Town Council led to the approval of large expenditures for town improvements. Water and sewer installation began in Sutherland in 1913, however, in the midst of these improvements the town was hit by an economic "bust" which seriously affected the town's subsequent development. By the end of 1912, population growth had slowed and in 1913 a recession hit Saskatchewan. By the middle of 1914 Sutherland was in serious financial trouble. The main cause for this trouble was the debenture debt incurred by the town for the installation of its water and sewer systems.

Source: City of
Saskatoon Leisure
Services Department,
*Discovering
Sutherland, 1991.*

It was not until the 1950's and Sutherland's amalgamation with Saskatoon that significant growth once again occurred. Today, Sutherland is a thriving Saskatoon neighbourhood with small businesses proliferating on Central Avenue and new residential areas such as Forest Grove and Erindale in the northeast. In the midst of this growth, Sutherland has retained its individuality - its "small town" character the direct result of its interesting history.

Refer to Map No. 1 on page 16.

SUTHERLAND TODAY

The Sutherland Local Area Plan covers the area delineated by the Planning and Building Departments Neighbourhood Boundaries map and identified as Sutherland neighbourhood. The neighbourhood is bounded on the west by Circle Drive, an expressway which moves traffic from the south end of the city to the north end; on the east by Central Avenue, a major arterial with access that runs the full length of the neighbourhood; on the north by Attridge Drive, a major arterial controlled access which moves traffic from Circle Drive into the University Heights Suburban center; and on the South by College Drive, an expressway that directs traffic from Highway No. 5 to all points in the city. Most streets within the neighbourhood are classed as local streets and intended to carry only local traffic. The exceptions are Egbert Avenue, 104th Street, and the east portion of 115th which are classed as minor collectors and intended to collect traffic from the local

roads and direct it to the arterial streets which surround the neighbourhood. 108th Street is classed as a minor arterial and carries traffic through the neighbourhood to and from Central Avenue and Preston Avenue.

Sutherland, according to the Neighbourhood Profiles has a gross area of 212 ha (525 ac) and an overall density of 10.32 dwellings per ha (4.18 dwellings per ac). The neighbourhood has a total neighbourhood park space of 8 ha (20 ac) in four different parks distributed throughout the neighbourhood. In addition to these there are two special use parks with a total area of 2 ha (5 ac). Sutherland is served by two elementary schools, Sutherland School and Holy Family School, which both have playgrounds and playground equipment.

According to Saskatchewan Health Populations, Sutherland's population has been on the increase, with the exception of 1997. The increase per year averages about +1% and the decrease for 1997 is about -1%. The decrease in population for 1997 could be due to a number of impacts on the Saskatchewan Health Populations. 1990, 1994 and 1997 are years where the postal code checks, on Saskatchewan health cards, are important. If the postal code on a health card is incorrect then that person is incorrectly classified into a neighbourhood. Since the health cards are renewed every 3 years, these are the years that may show corrections. Changes in housing type may also produce a net increase or decrease in population. So, although 1997 shows a slight drop in population, the trend in Sutherland is towards a small annual increase. (Figure 1)

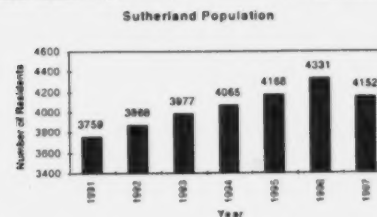


Figure 1

Source: Saskatchewan Health

1997 population decrease potentially due to Saskatchewan Health Populations data corrections for that year.

Using 1997 Saskatchewan Health Population numbers Sutherland's population is about 48% male and 52% female. Seniors make up about 11% of the total population, while preschool aged kids, 0-5 years, make up 8% of the total population. 7% of the population is between 5 and 9 years of age; 12% of the total population is between the ages of 10 and 19 years, 10% is between 20 and 24 years of age; 30% are between the ages of 25 and 39; and the 40 to 64 year olds make up the last 26% of the total population of Sutherland. 50% of the population in Sutherland is between the ages of 20 and 40 years and 16% of the total population is registered at the University of Saskatchewan. (Figure 2)

Population Pyramid

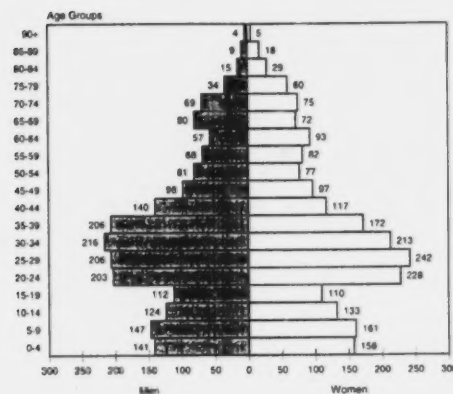


Figure 2

Source: Saskatchewan Health

1991 Canada Census data shows that 25% of the population has

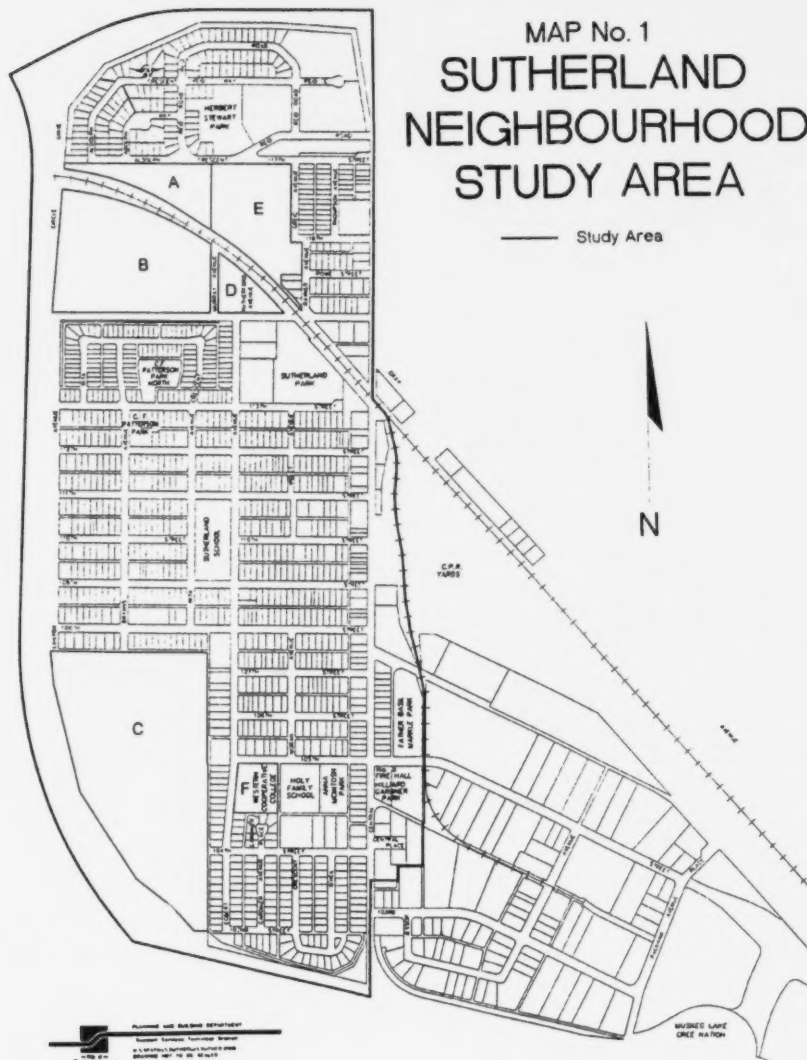
some type of trade school diploma, 18% have some University training and 16% are University graduates. The top three occupations of the Sutherland neighbourhood were Clerical/Sales/Service (43%), Medical & Health (8%), and Processing & Manufacturing (7%). Average family income in 1991 was \$39,993 and the average number of persons per family was three.

As of September, 1998, there were 2269 dwelling units in Sutherland. Of these, 811 units were one-unit dwellings, 330 were two-unit dwellings, with the remaining 1128 units being in the multi-unit dwelling category. According to 1997 Planning and Building Department data, the percentage of home ownership, for Sutherland is 79%.

MAP No. 1 SUTHERLAND NEIGHBOURHOOD STUDY AREA

— Study Area

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SUMMARY OF RECOMMENDATIONS

The following is a summary of the recommendations contained within the individual policy issue papers. These recommendations, if adopted, will provide the direction on which future Sutherland neighbourhood development will be based:

1.0 RESIDENTIAL INFILL DEVELOPMENT



- 1.1 That the Planning and Building Department contact the Sutherland/Forest Grove Community Association and the Sutherland Local Area Planning Group when the process for Architectural Control is finalized. Residents may submit an application for Architectural Control so that guidelines for redevelopment in the Sutherland neighbourhood may be established. These guidelines shall consider the information set out in the Sutherland Local Area Plan Report with particular emphasis on *1.0 Residential Infill Development*.
 - 1.2 That the Sutherland Local Area Planning Group, the Sutherland/Forest Grove Community Association, the University of Saskatchewan, and the Planning and Building Department work together to examine the possibility of developing an innovative residential neighbourhood development with respect to form and density on Parcel C. Innovative development could take the form of neo-traditional, small lot, ground oriented street townhouses, and/or accessible housing aimed at accommodating residents through all stages of life. Partnerships with other groups and infill parcels are welcome.
 - 1.4 That the Sutherland residents, business stakeholders and the Planning and Building Department continue the discussion process, through the Sutherland/Forest Grove Community Association, with regards to issues such as parking overflow which occur as a result of the transition from commercial land use to residential land use.
-

2.0 PARKS AND RECREATION OPEN SPACE



- 2.1 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to upgrade, beautify, and maintain existing neighbourhood parks through existing processes and programs.
 - 2.2 That the Leisure Services Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore the Local Area Improvement Program for the redevelopment of existing park space.
 - 2.3 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to ensure that Sutherland neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines in light of the future development of large infill areas which exist in the neighbourhood.
 - 2.4 That the Leisure Services Department should, in consultation with the Sutherland/Forest Grove Community Association, identify opportunities to improve trail links between the neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway.
-

3.0 TRANSPORTATION AND CIRCULATION



- 3.1 That the Transportation Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore additional traffic calming measures on Egbert Avenue to increase safety and reduce non-neighbourhood traffic.
 - 3.2 That the Transportation Department, the Sutherland/Forest Grove Community Association, the Sutherland neighbourhood, and the Sutherland Business Association work together to identify the appropriate traffic role of Central Avenue in order to increase pedestrian safety and aesthetics of the roadway.
 - 3.3 That the Transportation and Leisure Services Department and the Sutherland/Forest Grove Community Association, jointly, identify possible pedestrian and cycle route links between the residential, commercial, and industrial areas of the neighbourhood so that alternative means of transportation (walking, cycling, and public transit), within the neighbourhood, become viable, safe, and enjoyable.
 - 3.4 That the Transportation Department, in consultation with the neighbourhood and the Sutherland/Forest Grove Community Association review the operation of 108th Street with the objective to increase safety and enjoyment and reduce noise and vibration on 108th Street with the short term goal of eliminating some types of truck traffic that currently utilize the roadway. It is further proposed that a study be undertaken with a long term goal of managing traffic volumes on Sutherland area roadways by providing additional roadway access to neighbourhoods contained within the University Heights Suburban Area. Examples of such new roadway accesses would be the realignment of Preston Avenue to connect to Attridge Drive at Circle Drive and the extension of McKercher Drive to Kerr Road.
 - 3.5 That the Transportation Department, the Sutherland neighbourhood, and the Sutherland/Forest Grove Community Association identify areas where City Transit service may be increased or improved.
-

4.0 COMMERCIAL LAND USE



- 4.1 That the Sutherland/Forest Grove Community Association and the Sutherland Business Association work together to identify areas for partnership and resolve issues relevant to the Sutherland neighbourhood.
- 4.2 That the Planning and Building Department initiate the process to establish a maximum height requirement of 5 stories on the existing commercial sites on the West side of Central Avenue so that new development on Central Avenue will fit the scale and character of the existing commercial development, and be compatible with the scale of nearby residential areas.
- 4.3 That the Planning and Building Department initiate the process to implement parking requirements on the West side of Central Avenue as follows: For public assembly uses (i.e. restaurants, lounges, taverns, night clubs, funeral homes, and places of worship); 1 parking space for each 70 square metres of space devoted to public assembly (approximately 1 parking space for each 4 table seats), with an exemption for the first 10 required spaces. For theatres; 1 space for each 4 seats, with an exemption for the first 10 required parking spaces. For all other uses; 1 parking space for each additional fifty square metres (50m²) of development over two-hundred square metres (200m²). Remote parking lots would be permitted provided they are compatible with nearby land uses, and that a caveat is placed on the title to ensure the land remains as a required parking lot.

5.0 NEIGHBOURHOOD SAFETY



- 5.1 That the Saskatoon Police Service and the Leisure Services Department work with Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify existing and potential safety issues that may be addressed by the Safer City Advisory Committee.

6.0 NEIGHBOURHOOD HERITAGE

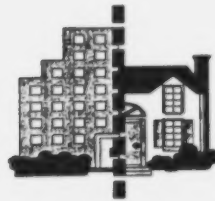


- 6.1 That the Leisure Services Department assist the Sutherland residents to establish partnerships with the Sutherland/Forest Grove Community Association, the Saskatoon Heritage Society, and the Saskatoon Nature Society to identify opportunities for the neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours.
- 6.2 That the Planning and Building Department encourage a proactive approach to conserve natural and built heritage resources in the Sutherland neighbourhood through education and partnerships with the Sutherland/Forest Grove Community Association and the Sutherland Business Association.

7.0 NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE



- 7.1 That the Leisure Services Department, through the Sutherland/Forest Grove Community Association, work with the Sutherland Residents to identify which infrastructure issues are most important to the neighbourhood. Those issues or projects deemed most important can be brought to the appropriate City department's attention through the Sutherland/Forest Grove Community Association. Where these issues do not fit the City's budget or priority list, the neighbourhood may choose to pursue an alternative approach such as the Local Improvement Program.
-



For further information relating to the above-noted recommendations, please refer to the individual policy issue papers.

Sutherland Local Area Plan Issue Papers



1.0 RESIDENTIAL INFILL DEVELOPMENT

Goals



- To ensure that the development of vacant lands and the redevelopment of existing lands complements and respects existing neighbourhood development in a manner that preserves the historical character and distinctiveness of the Sutherland neighbourhood.
- To ensure infill residential development that offers affordability and diversity with a strong emphasis on family oriented accessible single unit dwellings.

Introduction

Sutherland is one of the few neighbourhoods in the city that have large tracts of land that remain undeveloped. There are six potential residential infill sites in Sutherland. Four of the sites are vacant and two of them are in use or underused. Refer to Map No. 2 on page 28.

Considerations

Parcel A is currently in the Planning and Building Department's "Five Year Development Plan" and 12 lots are proposed for the area pending vibration studies along the railway tracks. The 2.8ha site is currently zoned R2. Parcel B is 12.4ha and is currently zoned R2. The Planning and Building Department will be developing this site under agreement with the University of Saskatchewan. Parcel C is the largest potential site and is also zoned R2. This 20.3ha site is owned by the University of Saskatchewan and has been the focus of a major commercial development twice in the past ten years. Parcel D is a privately owned 1.4 ha site which is currently vacant and zoned R2.

Parcel E is a 5.2ha mobile home court and is zoned RMHC. Parcel F is the Western Cooperative College which is currently up for sale or lease. This site is 1.4ha and is zoned RM4.

SITE	SIZE ha(ac)	ZONE	OWNER	CURRENT USE	Proposed Use
Parcel A	2.8ha (6.8ac)	R2	City of Saskatoon	Vacant	Residential
Parcel B	12.4ha (30.5ac)	R2	City of Saskatoon	Vacant	Residential
Parcel C	20.3ha (50.2ac)	R2	University of Sask	Vacant	Residential
Parcel D	1.4ha (3.5ac)	R2	Private	Vacant	Residential
Parcel E	5.2ha (12.8ac)	B3	Private	Mobile Home Court	Residential
Parcel F	1.4ha (3.5ac)	R4	Private	For Sale/Lease	Residential

Future Direction

PLAN SASKATOON
Public Survey Results:
What direction should the new Development Plan take with respect to the overall form and density of the city?

Groups:

36% More Compact Form
25% Status Quo
12% Market Forces Decide
7% Less Overall Density

Individuals:

33% More Compact Form
36% Status Quo
13% Market Forces Decide
6% Less Overall Density

The City of Saskatoon's Strategic Plan identifies "managed growth" as one of many characteristics that support its vision for Saskatoon. Managed growth ensures that the existing infrastructure and neighbourhoods are efficiently utilized to the fullest. This enables Saskatoon to grow in a responsible and cost efficient manner and also adds to the strength and stability of the Sutherland neighbourhood.

One of the objectives established by Plan Saskatoon to achieve its overall vision is that "a compact and efficient city form will be encouraged throughout the development of infill opportunities in existing areas and moderately higher densities in new areas. Sutherland possesses a unique opportunity to attract more residents into the neighbourhood which will enhance its school population, increase existing and new business opportunities and add to the housing stock of the city in general.

The Local Area Planning Group supports the Plan Saskatoon recommendation of allowing secondary suites as a permitted or discretionary accessory use to a one-unit dwelling in all areas of the City where one-unit dwellings are permitted as per the City of Saskatoon Draft Development Plan Section 5.2.2e (October 5, 1998).

The Local Area Planning Group would like to see redevelopment guidelines established in the neighbourhood that would:

- Ensure all redevelopment is compatible with the scale and form of existing and adjacent homes;
- Ensure that semi-detached (duplex) units blend with the surrounding one unit dwellings (OUD) through the use of design elements such as roof lines, front door orientation, and facade treatments etc;
- Maintain existing mature vegetation as per the City of Saskatoon's *Trees on City Property Policy No. C09-011*. Tree planting should reflect a diversity of species and the City of Saskatoon's standard for tree planting. Where there is rear lane access, front yards should be used as landscaped areas and not for vehicle access, parking or storage; and
- Ensure the redevelopment of existing parcels respect the general development pattern of the street with respect to lot size, lot dimensions, house and/or garage orientation, and setbacks.

- be sensitive to existing development i.e. R1/R2 zoning with ~ 93 sq m (1000 sq ft) dwellings with sidewalks, lanes and garages in the rear. Overall density of the neighbourhood should match the Plan Saskatoon recommendation of 12.35 units/ha (5 units/acre).

According to the Planning and Building Department's *Building Report for February, 1998* 50% of the dwellings in Sutherland are Multiple Unit Dwellings (MUD); a multiple unit dwelling being any dwelling over two units. Overall, Saskatoon is 37% MUD and new subdivisions, traditionally, have been 30% MUD and 70% one unit dwellings (OUD) which is significantly lower than Sutherland's 50% MUD.

Sutherland stakeholders feel that they have absorbed more than their fair share of MUD and to improve the stability and viability of the neighbourhood they feel future development should concentrate on housing forms, generally OUD, that will attract families into the neighbourhood. Families that will have a stake in the neighbourhood and support the existing schools and businesses in the neighbourhood.

However, neighbourhood stakeholders are willing to review creative and innovative development proposals for these areas provided the proposal addresses specific development needs such as proximity to the railway or freeway. The proposed development must also mitigate any negative impacts on the existing neighbourhood and, in general, adhere to the Sutherland Local Area Plan's vision of attracting families into the neighbourhood with appropriate ground-oriented housing.

PLAN SASKATOON
Public Survey Results:
Is it important to provide a range of housing types in each neighbourhood?
Groups:
73% Yes
9% No
5% Unsure
Individuals:
66% Yes
21% No
10% Unsure

Recommendations

PLAN SASKATOON Public Survey Results:

What key elements would you use to determine compatibility of an infill development in your neighbourhood?

The Effect of Development on Local Traffic/Parking (18%)

Similar Building Size/Style as Surrounding Neighbourhood (18%)

The Effect on Open Space (16%)

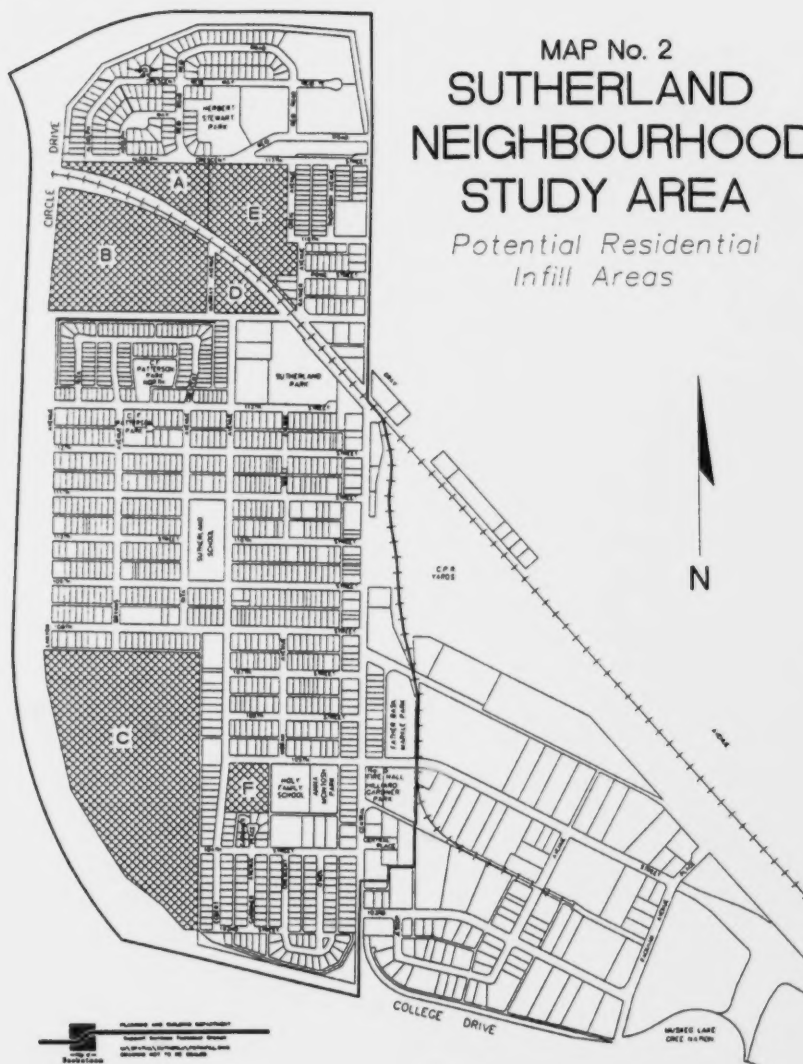
Similar Land Uses as Surrounding Neighbourhood (16%)

Availability of Servicing in the Neighbourhood (16%)

- 1.1 That the Planning and Building Department contact the Sutherland/Forest Grove Community Association and the Sutherland Local Area Planning Group when the process for Architectural Control is finalized. Residents may submit an application for Architectural Control so that guidelines for redevelopment in the Sutherland neighbourhood may be established. These guidelines shall consider the information set out in the Sutherland Local Area Plan Report with particular emphasis on *1.0 Residential Infill Development*.
- 1.2 That the Sutherland Local Area Planning Group, the Sutherland/Forest Grove Community Association, the University of Saskatchewan, and the Planning and Building Department work together to examine the possibility of developing an innovative residential neighbourhood development with respect to form and density on Parcel C. Innovative development could take the form of neo-traditional, small lot, ground oriented street townhouses, and/or accessible housing aimed at accommodating residents through all stages of life. Partnerships with other groups and infill parcels are welcome.
- 1.3 That the Sutherland residents, business stakeholders and the Planning and Building Department continue the discussion process, through the Sutherland/Forest Grove Community Association, with regards to issues such as parking overflow which occur as a result of the transition from commercial land use to residential land use.

MAP No. 2 SUTHERLAND NEIGHBOURHOOD STUDY AREA

*Potential Residential
Infill Areas*



2.0 PARKS AND RECREATION OPEN SPACE

Goals



- To ensure that the neighbourhood meets the standards for adequate park and open space as set out in the Parks and Recreation Open Space policy and the Park Development Guidelines; and
- To establish links between existing parks, both within Sutherland and between adjacent neighbourhoods, and any new parks that may be developed.

Introduction

The Provincial Planning and Development Act allows that Municipal Reserve lands be dedicated for public open space and recreational use, as land is subdivided and developed for urban purposes. In order to ensure that these dedicated lands are allocated properly, the City of Saskatoon has recently revised its Parks and Recreation Open Space policy. Administrative policies known as the Park Development Guidelines have been developed to help implement the City of Saskatoon Parks and Recreation Open Space policy.

The City of Saskatoon plans for the provision of parks according to a hierarchy corresponding to the residential development units outlined in the City's Development Plan. The hierarchy is based on the neighbourhood as the central core and radiates to larger units and special uses. The park hierarchy consists of Neighbourhood Pocket Park, Neighbourhood Core Park, District Park, Multi-District Parks and Linear Park. Each park category is intended to address particular needs of particular groups of people, while simultaneously maintaining the flexibility of programming and attractive environment which will encourage use by city residents in general.

Considerations

The objectives of the City of Saskatoon's *Parks and Recreation Open Space Policy* are:

- To enhance a sense of community identity and pride through beautification of the City and protection of natural aesthetic features;
 - To encourage development of individuals' physical well-being by providing active leisure opportunities; and
-

- To provide individuals with an opportunity to reflect, relax and interact in a natural, serene environment; thereby contributing to their mental and emotional welfare.

Sutherland has a gross area of 212.3 ha (524.7 ac) and a total neighbourhood park space of 7.99 ha (19.74 ac). Sutherland has five Neighbourhood Parks:

Refer to Map No. 3 on Page 33.

➤ Herbert Stewart Park	1.95 ha (4.81 ac)
➤ Sutherland Park:	3.68ha (9.08 ac)
➤ Patterson Park	0.56 ha (1.39 ac)
➤ Patterson Park North	0.91 ha (2.24 ac)
➤ Anna McIntosh Park	0.89 ha (2.19 ac);

Two Special Use Parks:

➤ Father Basil Markle	1.58 ha (3.90 ac)
➤ Hilliard Gardner Park	0.42 ha (1.03 ac); and

Sutherland also benefits from other recreational opportunities available on the Sutherland and Holy Family elementary school grounds, which both have open space, rinks, and playground equipment.

Sutherland has a population density of 210 people/acre of park space and a population density of 55 people under 19 years/acre of neighbourhood park space, based on Leisure Services calculations using 1996 Saskatchewan Health population numbers. According to 1997 data, Sutherland's population is 4,152 people.

The amount of existing park space in the Sutherland neighbourhood is consistent with the requirements of the Park Development Guidelines. However, some of these areas could be further developed or upgraded to more adequately meet the needs of the neighbourhood residents. The location of the neighbourhood parks is fairly well distributed throughout the neighbourhood and within 4-5 blocks of most residential property. When the local school grounds are included the distance from most residential property drops to about 2-3 blocks. **Sutherland Park, as the core neighbourhood park in the Sutherland neighbourhood is the number one priority for upgrading by the Sutherland residents**

Future Direction

There will be extensive infill development in Sutherland in the next 5-10 years. Adequate park space and park development must be included in the infill development of existing vacant to ensure that the neighbourhood continues to meet existing park policy requirements. Neighbourhood stakeholders are adamant that amount, location and development of neighbourhood park space is crucial to their quality of life and the future attractiveness and stability of their neighbourhood. The City's tree planting policy should maintain and enhance the special contribution of treed streets and boulevards and other open spaces to the character of the neighbourhood, including commercial and industrial property.

Sutherland Park, which has been identified by the Local Area Planning Group (LAP) as their primary park priority, is slated for design (1998) and construction (1999) of a new water feature to replace the existing one. The LAP has discussed various ways of upgrading the rest of the park at the same time. According to Public Works-Parks Branch the play structure was built about 1983 and the existing amenities in the park are in fair to poor condition.

Plan Saskatoon recommends that the Parks and Recreation Open Space policy and the companion Park Development Guidelines be recognised in the proposed Development Plan to ensure consistency of interpretation between the various documents and that the proposed Development Plan incorporate policies directed at acquiring and developing parks in areas of the City with identified deficiencies in existing park space.

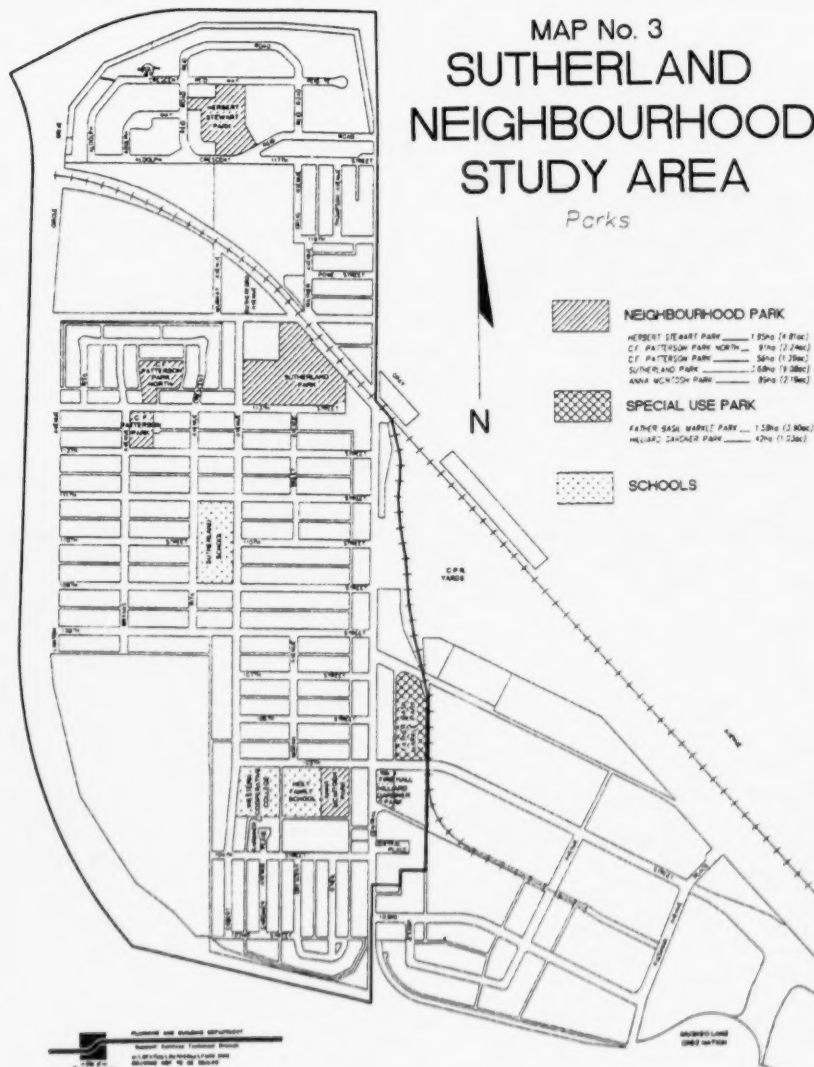
Recommendations

- 2.1 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to upgrade, beautify, and maintain existing neighbourhood parks through existing processes and programs.
 - 2.2 That the Leisure Services Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore the Local Area Improvement Program for the redevelopment of existing park space.
-

- 2.3 That the Leisure Services Department shall work with the Sutherland/Forest Grove Community Association to ensure that Sutherland neighbourhood continues to meet the requirements of the Parks and Recreation Open Space policy and the Park Development Guidelines in light of the future development of large infill areas which exist in the neighbourhood.
- 2.4 That the Leisure Services Department should, in consultation with the Sutherland/Forest Grove Community Association, identify opportunities to improve trail links between the neighbourhood parks with priority to a link between the portions of the neighbourhood that are bisected by the railway.



Perks



3.0 TRANSPORTATION AND CIRCULATION

Goals



- To reduce traffic speed and the volume of short-cutting traffic on local roads.
- To encourage alternate forms of transportation, such as walking, cycling, and public transit, within the neighbourhood to increase the efficiency of existing roadways.

Introduction

To effectively serve all segments of the city and accommodate linkage and movement within neighbourhoods the city has established a roadway network classification hierarchy:

- Freeway
- Expressway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Streets

PLAN SASKATOON
Public Survey Results:
 Do you think the future
 Development Plan should
 encourage the use of
 alternative means of
 transportation?

Groups:

86% Yes
 1% No
 14% No Response

Individuals:

88% Yes
 5% No
 5% Unsure
 3% No Response

The neighbourhood is bounded on the west by Circle Drive, an expressway which moves traffic north and south through the city; on the east by Central Avenue, a major arterial with access that runs the full length of the neighbourhood; on the north by Attridge Drive, a major controlled access arterial which moves traffic from Circle Drive into the University Heights Suburban center; and on the South by College Drive, an expressway that directs traffic from Highway No. 5 to all points in the city. There are three main access points to the Sutherland neighbourhood; Attridge Drive, 108th Street and Central Avenue.

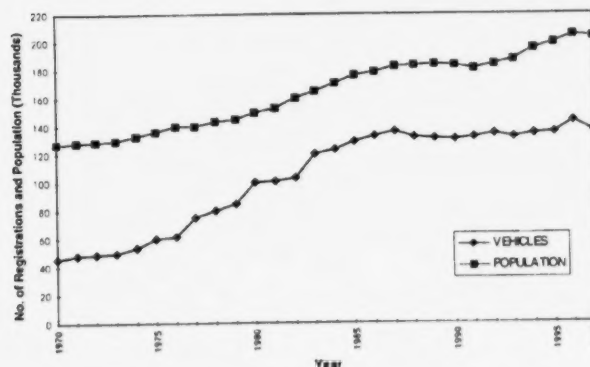
Most streets within the neighbourhood are classed as local streets and intended to carry local traffic. 108th Street bisects the southern part of Sutherland and is classed as a Minor Arterial and collects traffic from the local and collector roadways and directs it east or west through the neighbourhood. 108th Street also acts as an alternative to College Drive between Central Avenue and Preston Avenue. Egbert Avenue, 104th Street, and the east portion of 115th are classed as minor collectors and intended to collect traffic from the local roads and direct it to the arterial streets which surround the neighbourhood.

Refer to Map No. 4 on page 39.

Considerations

According to the City of Saskatoon Transportation Department's Annual Traffic Volume Report 1997 it is estimated that in 1997 there were 136,364 registered vehicles in Saskatoon and a population of 203,149. This results in a ratio of 0.7 vehicles per capita. This trend appears to be on the increase. 1996 also showed an increase of 1.7% over 1995 vehicle kilometres travelled. The Transportation Department attributes this increase to an increase in kilometres of roadway and an increase in daily traffic volumes; although annual travel per capita is decreasing.

FIGURE 1: POPULATION AND VEHICLE OWNERSHIP



Traffic volume information is always expressed in some unit of time. The usual time periods referred to are hourly and daily. Traffic counts fluctuate depending upon time of year, roadway classification, roadway location, and the occurrence of special events. These fluctuations make direct comparison of short term counts taken at different locations complicated. In order to provide comparable figures a correction factor is determined from permanent count stations and considers all variations throughout the year. This factor is then applied to average daily traffic (ADT) volumes and the average annual daily traffic (AADT) are then use for comparison purposes. The AADT volumes for counted roads in Sutherland are found in Table 1.

Average Annual Daily Traffic Volumes

LOCATION	1987	1988	1989	1990	1991	1992	1993	1994	1995
Central Avenue: 103 rd St - 104 th St		17,200			16,200			16,300	
Central Avenue: 112 th St - Gray Ave		16,100	13,300	15,800			15,000		
Central Avenue: Rossmo Rd. - Attridge Dr.		7,700			8,400			9,100	8,900
108 th Street: Circle Dr. - Bryans Ave	9,400		8,400		10,100			9,000	
115 th Street: Laura Ave. - Bradwell Ave.			9,400			6,000		9,000	
Gray Avenue: Boyd St. - Cruise St.		5,500	4,800			6,500			6,200
Attridge Drive: Circle Drive - Central Ave.			12,500			13,200			14,400
Attridge Drive: River Road - Forest Drive			4,500			4,800			6,800

Source: City of Saskatoon Transportation Department Annual Traffic Volume Report 1996 (rounded to the nearest 100)

Table 1

Overall, the Transportation Department's average annual daily traffic volumes show that the majority of increase in traffic in the Sutherland neighbourhood may be attributed to natural growth of the University Heights Suburban Development Area. There are some significant fluctuations in the average annual daily traffic volumes which can, for the most part, be attributed to some change in the transportation system in the area or the immediate surrounding area. For instance, when Attridge Drive opened in 1989, some traffic was diverted from Central Avenue, 108th Street, and Gray Avenue to Attridge Drive. Between 1990 and 1992 Average annual daily traffic volumes within the study area rose due to the continued development of Erindale and Silverspring neighbourhoods. After 1992 traffic volumes stabilized with the exception of 115th Street which saw an increase in traffic volume in 1994. This increase coincides with the development of the Arbour Creek neighbourhood.

Future Direction

According to the Transportation Department's Annual Traffic Volume Report (1996) the traffic volumes in Sutherland have maintained a constant pace since 1990. Increases in traffic due to the development of new neighbourhoods in the University Heights Suburban Development Area appear to have been shared by all roads in the Sutherland neighbourhood. Attridge Drive continues to carry the majority of this new traffic. Proposed growth in the University Heights Suburban Area will produce a significant amount of new traffic in the next 5-10 years with the completion of Silverspring, Arbor Creek, and Willowgrove neighbourhoods. If this traffic continues to cut through the Sutherland neighbourhood, as some of it does today, an annoying problem

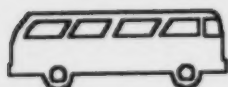
could potentially develop into an intolerable one. The perception that traffic has increased significantly on some of the neighbourhood's streets may be due to a change in type and speed of the traffic. For example, if more trucks are using the neighbourhood streets or if existing traffic is travelling faster then it is quite likely that the residents may feel that traffic has increased. Increased development in the University Heights Suburban Development Area will likely result in a corresponding increase in non-local traffic on local streets in the Sutherland neighbourhood. This neighbourhood cannot handle an increase in traffic and also maintain an acceptable level of stability, safety, and quality of life for its residents.

Recommendations

- 3.1 That the Transportation Department and the Sutherland neighbourhood, through the Sutherland/Forest Grove Community Association, explore additional traffic calming measures on Egbert Avenue to increase safety and reduce non-neighbourhood traffic.
- 3.2 That the Transportation Department, the Sutherland/Forest Grove Community Association, the Sutherland neighbourhood, and the Sutherland Business Association work together to identify the appropriate traffic role of Central Avenue in order to increase pedestrian safety and aesthetics of the roadway.
- 3.3 That the Transportation and Leisure Services Department and the Sutherland/Forest Grove Community Association, jointly, identify possible pedestrian and cycle route links between the residential, commercial, and industrial areas of the neighbourhood so that alternative means of transportation (walking, cycling, and public transit), within the neighbourhood, become viable, safe, and enjoyable.

PLAN SASKATOON
Public Survey Results:
Do you have specific suggestions on how to encourage alternative means of transportation?
More Bike/Pedestrian Paths (29%)
Improve Public Transit (28%)
Increased General Safety (13%)
Encourage Carpooling (5%)
More Affordable Public Transit (4%)
More Expensive/Less Parking (4%)

- 3.4 That the Transportation Department, in consultation with the neighbourhood and the Sutherland/Forest Grove Community Association review the operation of 108th Street with the objective to increase safety and enjoyment and reduce noise and vibration on 108th Street with the short term goal of eliminating some types of truck traffic that currently utilize the roadway. It is further proposed that a study be undertaken with a long term goal of managing traffic volumes on Sutherland area roadways by providing additional roadway access to neighbourhoods contained within the University Heights Suburban Area. Examples of such new roadway accesses would be the realignment of Preston Avenue to connect to Attridge Drive at Circle Drive and the extension of McKercher Drive to Kerr Road.
- 3.5 That the Transportation Department, the Sutherland neighbourhood, and the Sutherland/Forest Grove Community Association identify areas where City Transit service may be increased or improved.



SUTHERLAND NEIGHBOURHOOD STUDY AREA

Roadway Classification

MAP No. 4



4.0 COMMERCIAL LAND USE

Goals



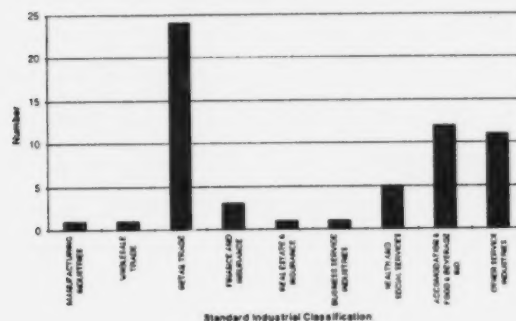
- To maintain the character and encourage the success of the Central Avenue business district.
- To minimize land use conflicts within the Central Avenue commercial area and between the Sutherland Commercial area and adjacent residential properties.

Introduction

The Central Avenue commercial strip, which developed with the town of Sutherland in the early 1900's, is the neighbourhood's main commercial area. The Central Avenue commercial strip consists of approximately 50 businesses and provides a range of retail stores, and personal and business services. This commercial area serves the shopping needs of Sutherland and the surrounding neighbourhoods, as well as drawing customers from rural areas. Currently, the Sutherland Business Association is looking at the establishment of a Business Improvement District in order to promote Sutherland businesses.

The following graph illustrates the number and types of businesses which make up the Central Avenue Commercial Area.

Central Avenue Businesses by Standard Industrial Classification



Considerations

The Businesses along Central Avenue provide a wide variety of goods, services and entertainment options. They are within walking distance of most Sutherland residents and offer convenience to residents of nearby neighbourhoods who can shop on the way to or from work. This commercial area also provides accessible employment opportunities for those living in Sutherland and other Northeast sector neighbourhoods.

A commercial district can produce unwanted effects. Noise and traffic are the consequences of having a commercial district adjacent to residential land. Excessive traffic can cause congestion and unsafe conditions for pedestrians. Traffic is necessary to support businesses on Central Avenue, however, certain types of traffic, particularly truck traffic associated with the industrial area can have a negative impact on nearby residential streets. In Sutherland, truck traffic using 108th Street and Central Avenue creates noise and is undesirable to residents fronting on those streets.

Future Direction

The Central Avenue commercial strip is currently designated **Special Area Commercial** in the City of Saskatoon Development Plan.

The Central Avenue commercial strip currently contains two zoning districts, B5 (commercial) and B3 (commercial). The major portion of the West side of Central Avenue is zoned B5 District, with the exception of a half block on the North end which is B3 District.

Refer to Map No. 5 on Page 45.

Through the Plan Saskatoon process, existing commercial uses on Central Avenue were recently designated **Special Area Commercial** in the new Development Plan. This designation is applied to commercial areas, such as Central Avenue, which have a long and unique development history. In general, these areas are pedestrian oriented, and have a relatively high density of development.

Commercial development on the west side of Central Avenue originated with the establishment of the town of Sutherland in the early 1900's. Commercial development on the east side of the street did not occur until the 1980's. As a result of these

development histories, the form of development on the west side differs significantly from that on the east side. The difference is easy to see on the street. Much of the development on the west side is densely packed with no front or side yard set-backs and limited parking, while development on the east side and the north end of the west side has front and side yard set-backs and on-site parking. In general, the west side is very pedestrian oriented and the east side functions more like arterial commercial which is very automobile oriented.

The Sutherland Business Association is researching the establishment of a Business Improvement District for the Central Avenue commercial area which will include both sides of the street. The future of this commercial area is to see all businesses function together to serve the neighbourhood and to draw from the surrounding area.

Land use designations applying to the Central Avenue business district were implemented with the aim of enhancing the future development of this commercial area. The Special Area Commercial Land Use Policy District covers the entire commercial area and will encourage the promotion and function of the area as a cohesive unit. Zoning designations, under the Zoning Bylaw, differ between the east side and the west side of Central Avenue, respecting the different forms and histories of their respective commercial development.

The Sutherland Local Area Plan recommends that new commercial development fit with the scale and form of existing development. With this in mind, some further consideration may be needed with regard to zoning requirements, specifically height and parking requirements.

Currently, maximum building height in the commercial area on the West side of Central Avenue is limited to 26 stories, and is only attainable with a large development site. The Sutherland Local Area Plan is recommending this limit be lowered to 5 stories. The maximum height requirement of 5 stories is intended to ensure that future development fits the scale and character of the existing development on Central Avenue, as well as being compatible with nearby residential lands.

There are currently very few parking requirements on the commercial properties on the West side of Central Avenue. Parking is an issue for Central Avenue business customers, employees, and nearby residents. As a consequence, the Sutherland Local Area Plan is recommending that parking requirements be established. In addition, parking stations located next to residential lots where these lots provide parking for uses which regularly attract visitors outside of daylight hours, should have improved landscaping requirements such that the effects on the residential lots are further minimized.

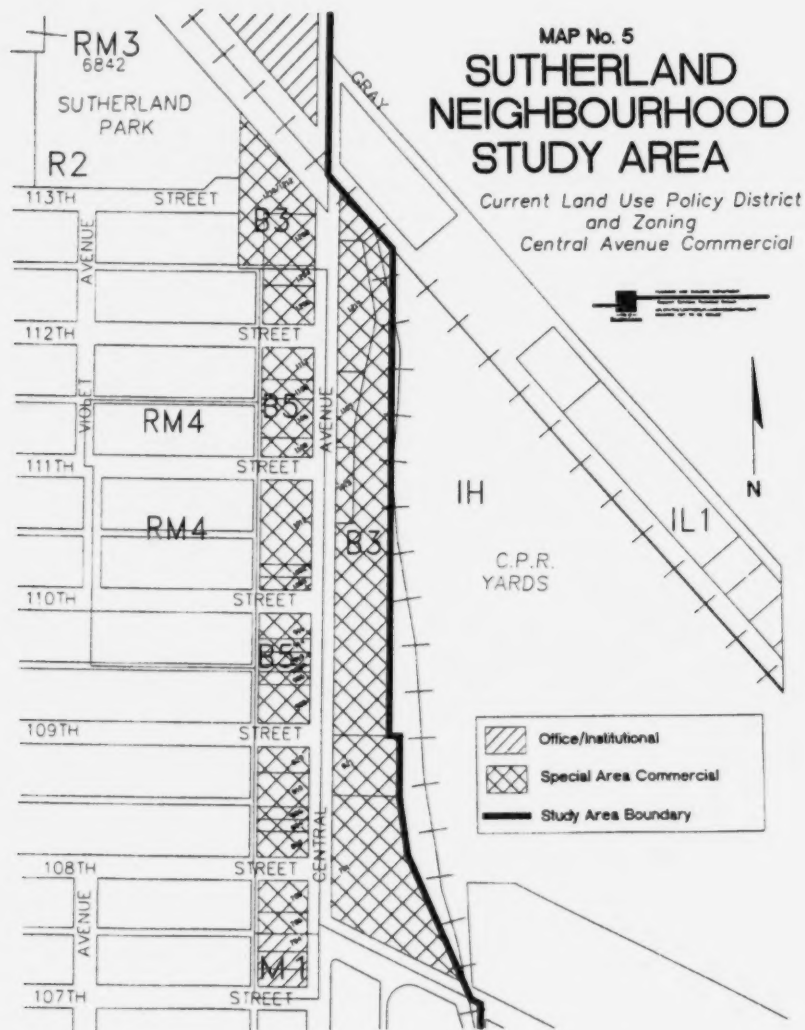
The East side of the Central Avenue commercial strip was recently rezoned to B3 under the new Zoning Bylaw 7800. These lands include the East side of Central Avenue between Gray Avenue and 107th Street, and two parcels on the West side of Central Avenue just south of the C.P. Rail line. This change reflects current use and is consistent with the City of Saskatoon Development Plan.

The recent change in the Development Plan and Zoning Bylaw, will reduce future land use conflicts, and will ensure commercial development consistent and compatible with the existing businesses on both sides of Central Avenue. The B3 zoning designation is similar to the ID1 zone with regards to parking requirements, front and side yard setbacks, and created the least number of legal non-conforming uses.

The Central Avenue commercial district is an essential part of the unique character, heritage and small-town feel of Sutherland. The annual HarvestFest held on Central Avenue is a good example of how this area encourages community spirit, bringing local residents together and enhancing the neighbourhood's profile city-wide. The overall quality of life in Sutherland is directly linked to the success of this commercial district.

Recommendations

- 4.1 That the Sutherland/Forest Grove Community Association and the Sutherland Business Association work together to identify areas for partnership and resolve issues relevant to the Sutherland neighbourhood.
 - 4.2 That the Planning and Building Department initiate the process to establish a maximum height requirement of 5 stories on the existing commercial sites on the West side of Central Avenue so that new development on Central Avenue will fit the scale and character of the existing commercial development, and be compatible with the scale of nearby residential areas.
 - 4.3 That the Planning and Building Department initiate the process to implement parking requirements on the West side of Central Avenue as follows: For public assembly uses (i.e. restaurants, lounges, taverns, night clubs, funeral homes, and places of worship); 1 parking space for each 10 square metres of space devoted to public assembly (approximately 1 parking space for each 4 table seats), with an exemption for the first 10 required spaces. For theatres; 1 space for each 4 seats, with an exemption for the first 10 required parking spaces. For all other uses; 1 parking space for each additional fifty square metres (50m²) of development over two-hundred square metres (200m²). Remote parking lots would be permitted provided they are compatible with nearby land uses, and that a caveat is placed on the title to ensure the land remains as a required parking lot.
-



5.0 NEIGHBOURHOOD SAFETY

Goals

- To encourage a proactive approach to urban safety in the Sutherland neighbourhood through education, partnerships, problem solving, and crime prevention.

Introduction



The Sutherland residents are concerned about the perceived level of safety in their neighbourhood. The majority of concern is directed towards property crime.

Saskatoon Police Services does not collect statistics on a neighbourhood level but rather by quadrant which can be added together into roughly the equivalent area of a neighbourhood. According to Saskatoon Police Services statistics Sutherland experienced 451 incidences of crime in 1997. These incidences were divided amongst 213 locations within the neighbourhood. This represents 0.6% of the 73,000 incidents city-wide in 1997.

The incidences of crime were grouped into five categories; theft, violent crime, break and enter, mischief/willful damage, and other. The majority of incidences which took place were theft or mischief related. These two categories accounted for 70% of the total incidences in the Sutherland area. Break and enter accounted for 15 % of the total incidences and the majority of these were residential break and enters. Violent crime accounted for 8% of all incidences in the Sutherland area.

Overall, the number of incidences were spread throughout the year. On average, there were approximately 38 incidences per month. There was a slight increase in numbers in the spring, with the months of May and June accounting for 28% of the years total incidences reported. June was the most active month and January exhibited the least amount of activity.

The highest number of incidences occurred in the evening between 6:00 p.m. and midnight. The least number of incidences were in the morning between the hours of 6:00 a.m. and noon. Over 75% of all incidences for the entire year took place between the hours of 6:00 p.m. and 6:00 a.m.

Hotspots are areas which have a frequency threshold of greater than five incidences. Many hotspots occurred in high density areas such as apartment buildings or complexes which may have anywhere from 20 to 100 individual units. With a higher density

this would appear not to be out of the ordinary. It appeared from mapping the incidences that many occurred on properties which are located adjacent to open spaces such as parks, school grounds, the railway right-of-way, and vacant industrial land. A significant number of the hotspots are also clustered along Central Avenue which is the neighbourhood's main commercial area.

Considerations

According to the Saskatoon Safer City Focus Group one of the key indicators of the well-being of our cities is feeling safe in our communities. The perception of safety requires more than the prevention of crime. Our communities are safe when we feel safe in our homes, on our streets and in public places. Safe communities are places that are actively tackling the root causes of crime and violence in the community and not merely responding to events that have already taken place.

The City of Saskatoon's Strategic Plan states that "each neighbourhood will be liveable and enjoyable for its residents." A feeling of safety, within their own community, will have a huge impact on whether the Sutherland residents continue to feel that their neighbourhood is "liveable and enjoyable".

The Sutherland/Forest Grove Community Association is taking an active role in ensuring safety in the area. The Community Association had representation from the local Neighbourhood Watch on last years executive and would welcome future participation. This linkage allows the group to pass on concerns or mobilize volunteers if needed.

Future Direction

On March 23, 1998 City Council approved The Safer City Report. This report establishes Saskatoon's Safer City Committee which will be "responsible for coordinating community-based, customer-driven urban safety strategies through the three P's: partnerships, problem-solving, and prevention." This committee is a proactive way to address urban safety in Saskatoon. The report recommends that the committee "seek advice from the community concerning urban safety and make recommendations to Council and the Board of Police Commissioners. This committee will work through the Community Alert Teams that are being set up by Saskatoon Police Services. Each Community Alert Team will be a grass-roots group of concerned area residents and representatives from Leisure Services, Planning and Building, Police Services, and Fire and Protective Services. The partnerships, problem solving, and prevention will be generated by this group; proactively addressing problems in their area.

Recommendation

- 5.1 That the Saskatoon Police Service and the Leisure Services Department work with Sutherland residents, through the Sutherland/Forest Grove Community Association, to identify existing and potential safety issues that may be addressed by the Safer City Advisory Committee.



6.0 NEIGHBOURHOOD HERITAGE

Goals

- To conserve and interpret the unique natural and built heritage of the Sutherland neighbourhood for local residents and Saskatoon citizens.

Introduction



Sutherland is a unique neighbourhood. From its beginnings as a railway town, to its amalgamation with the City of Saskatoon in 1956, Sutherland has maintained its special character and small town charm. A mix of residential, commercial, and industrial land uses allows residents to live, shop, and work within the neighbourhood.

There have been a number of research projects centered on Sutherland neighbourhood because of its unique relationship with the city of Saskatoon. Sutherland celebrates its heritage each year through Harvestfest which is a street fair that draws people from all over the city. Harvestfest has a distinctive railway theme which is reflected in many of the activities.

Considerations

The Sutherland residents are very interested in celebrating their heritage, and sharing it with other citizens, in a more formal and permanent way. The Sutherland residents are interested in both the natural and built heritage of the area.

According to the Leisure Services publication *Discovering Sutherland: A Resource Guide for Community Heritage Projects* "Successful community heritage programs should educate as well as entertain in an effort to arouse the public's interest in local history. A great deal of advance planning and publicity is required in order for historical programming to be effective."

Future Direction

This publication would be a good basis for further research on the Sutherland neighbourhood. It offers suggestions of themes for further research; heritage programming ideas; list of resources; and contains many photographs gleaned from the Local History Room of the Frances Morrison Branch of the Saskatoon Public Library. The City of Saskatoon also has two policies, *Civic Heritage Policy* under the Planning and Building Department and the *Public Recreation Policy* under the Leisure Services Department, that help facilitate heritage issues in the city.

The residents feel that it is important to educate themselves as well as new residents and the residents of other neighbourhoods. Sutherland played an important role in the development of the City of Saskatoon and that role should be celebrated and publicized.

Recommendations

- 6.1 That the Leisure Services Department assist the Sutherland residents to establish partnerships with the Sutherland/Forest Grove Community Association, the Saskatoon Heritage Society, and the Saskatoon Nature Society to identify opportunities for the neighbourhood to celebrate its natural and built heritage through activities such as Harvestfest and Walking Tours.
- 6.2 That the Planning and Building Department encourage a proactive approach to conserve natural and built heritage resources in the Sutherland neighbourhood through education and partnerships with the Sutherland/Forest Grove Community Association and the Sutherland Business Association.

PLAN SASKATOON Public Survey Results: What incentives may lead to the preservation of heritage properties?
Tax Breaks/Discounts (33%)
Education (14%)
Monetary Grants (10%)
Flexible Application/ Designation Process (8%)
Legislation/Policy (5%)
Fundraising/Donations (5%)

7.0 NEIGHBOURHOOD SERVICES AND INFRASTRUCTURE

Goals



Introduction

- To Identify issues related to infrastructure and service provision, and to engage the procedures and civic departments responsible for addressing these issues.

Fire Hall and Library Services

Along with the planned development of new neighbourhoods in the Northeast sector of the city will be the provision of civic services in this area. The newly provided civic services will include a new firehall and library. As the Sutherland neighbourhood will then also be served by the new firehall and library in the Northeast, the current library and firehall will no longer be used.

According to the Fire and Protective Services Department, a new firehall in the Northeast is necessary to provide sufficient response times to Northeast neighbourhoods. The cost of operating a firehall prevents the City from maintaining the Sutherland Firehall as well as the new firehall. Fire and Protective Services Department maintains that Sutherland will be well served by the new firehall and also by the future firehall proposed for McKercher Drive.

The relocation of the Sutherland Branch of the Saskatoon Public Library could take place as early as the fall of 1998. A new Library is currently under construction in the Northeast. Although the new library will not be located within the Sutherland Neighbourhood, service levels for Sutherland residents will be improved in terms of the amount of resource material available and hours of operation.

Currently, the Sutherland/Forest Grove Community Association and the Sutherland Business Association are discussing the possible re-use of the Sutherland Library building with the Leisure Services Department.

Considerations

Infrastructure

The City of Saskatoon Public Works Department is responsible for the provision and maintenance of municipal Infrastructure.

The Roadways Branch provides services for the construction, preservation and operation of all roadways assets, including roads, sidewalks, interchanges, bridges and structures, lanes and pathways. The Branch also reviews new subdivision and

development proposals for conformance to City of Saskatoon standards. The Roadways Branch develops and manages preventative maintenance programs for all roadways assets. Activities performed by the branch include snow and ice control, street sweeping, and asphalt and concrete repairs. The Water and Sewer Branch provides planning, design, and project management in the fields of water distribution, sanitary sewage collection and storm water collection. The Branch is responsible for the inspection, maintenance and repair of the water distribution, waste water collection and storm water collection systems.

Roadways

Currently, roadways and sidewalks are assessed and maintained on a city-wide basis. Priority is based on a combination of condition and city-wide benefit.

Street rehabilitation programs and budgets are determined as part of the Public Works Department's asset management process. Street conditions such as rutting, surface distress, patching, and depressions are recorded by city crews. Once recorded in a database, analysis is done to determine repair strategies, costs, and scheduling. Maintenance may also be complaint driven. Crews are dispatched when necessary to assess and repair problems such as potholes, water pooling, and sidewalk safety problems.

Sidewalk replacement can also be accomplished through the Local Improvement Program. Under this program, replacement is funded jointly by the property owners fronting on the proposed sidewalk, and the City. A petition with the signatures of a majority of the owners representing at least 50 percent of the assessed value of the frontage, the availability of the City's portion of the funding, and Council's approval is necessary in order for work to proceed.

Lane drainage problems are addressed as a result of complaints, or through staff inspections. Where problems occur, lanes may be cut and graded to ensure proper drainage.

Lot drainage problems are addressed on an individual basis. Property owners with lot drainage problems can contact the Public Works Department. A Public Works crew will determine the lot's grade lines. It can then be determined whether or not these grade lines are in accordance with the design specifications for that lot.

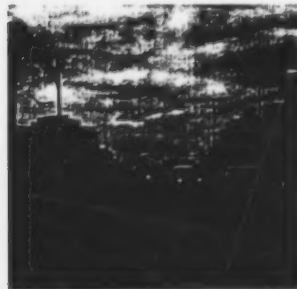
Drainage problems may occur when lot landscaping results in grade lines which do not meet the design specifications. Problems of this nature must be settled by the property owners whose lots are contributing to, or are experiencing the drainage problems.

The Public Works Department is currently developing a method to evaluate sidewalk conditions on a city-wide basis. Current maintenance programs are generated through complaints and staff inspections.

Snow removal and street sweeping maintenance is prioritized according to the street hierarchy classification, and traffic volumes. Streets at the top of the hierarchy, such as Expressways, downtown streets, transit routes, and Arterials are cleared first, followed by Collectors, and finally Local streets. Snow removal and street sweeping maintenance is limited by the amount of funds allocated to these functions in the Public Works operating budget. Current budget allotment averages about \$6.00 per household for snow removal.

Water and Sewer Infrastructure

The first water and sewer mains in Sutherland were installed on Central Avenue, 107th, 108th, 109th, and 110th Street between 1912 and 1919. Since that time, water and sewer mains have been installed as required to service the growth of the area.



The Sutherland Neighbourhood represents approximately 2.5% of the total length of the City's Water Distribution System. Sutherland has experienced approximately 200 water main breaks over the past 40 years and accounts for roughly 5.5 percent of the total water main breaks city-wide.

Under the Infrastructure Replacement Program, the Public Works Department replaces iron and steel water mains as they reach the end of their economic life. Ongoing sewer maintenance is done using video inspection and root clearing equipment. Sewer replacement is done when mains fail or when mains in poor condition are adjacent to water mains which are being replaced. To date, water mains have been replaced on 22 blocks within the Sutherland neighbourhood.

Municipal infrastructure issues discussed during the Sutherland Local Area Plan meetings were primarily service and maintenance related. The quality and timing of snow removal, and drainage-related issues were the most commonly raised concerns.

Future Direction

Assessment and maintenance of infrastructure is undertaken and maintained on a city-wide basis. Sutherland's infrastructure needs must be dealt with in the context of the City's infrastructure budget and the needs of other city neighbourhoods.

Recommendation

- 7.1 That the Leisure Services Department, through the Sutherland/Forest Grove Community Association, work with the Sutherland Residents to identify which infrastructure issues are most important to the neighbourhood. Those issues or projects deemed most important can be brought to the appropriate City department's attention through the Sutherland/Forest Grove Community Association. Where these issues do not fit the City's budget or priority list, the neighbourhood may choose to pursue an alternative approach such as the Local Improvement Program.
-

8.0 LAND USE AND ZONING DESIGNATIONS

Goals



- That Land Use and Zoning Designations consistent with the Sutherland Local Area Plan be set out and attached to the City of Saskatoon Development Plan and that the City of Saskatoon Development Plan and Zoning Bylaw be amended. These land use and zoning designations, with City Council's approval, shall be implemented to guide all future development within the Sutherland neighbourhood.

Introduction

The Sutherland neighbourhood is characterized by:

- being the only neighbourhood in Saskatoon that started out as a town;
- a wide variety of character in housing, commercial, and street patterns due to the length of time development has occurred in the neighbourhood;
- A relatively large area of low density residential land;
- A slight annual increase in population since 1991;
- 50% of the population is between the ages of 20 and 40 years;
- 16% of the population was registered at the University of Saskatchewan in the 97/98 academic year
- High (79%) percentage of home ownership;
- A relatively large amount of commercial development concentrated along Central Avenue;
- A slight decrease in Single Unit Dwellings (SUD) since 1994.
- The north 1/3 of the neighbourhood is separated by the C.P.R. rail line.
- Large industrial area adjacent to the neighbourhood.
- Large tracts of under-developed or vacant land.

Considerations

The Residential Land Use Policy Recommendations contained in this section in large part recognize the existing residential development in Sutherland. Land Use Policy changes have been recommended to minimize the potential of land use conflicts, increase the opportunity for one unit dwelling developments, and improve aesthetics.

Based on the analysis of demographic, economic, and development characteristics of Sutherland, together with extensive public consultation, these land use policies have been defined to guide development in Sutherland for a period of 5 to 10 years.

Refer to Map No. 6 on Page 64.

Future Direction

Sutherland Land Use Policy Districts

8.1 Residential Low Density Policy District - no conversions.

- (a) These districts shall be preserved as low density residential districts containing primarily one or two unit dwellings.
- (b) These districts are not suitable for multiple-unit dwelling development. The low density character of these districts shall be conserved by discouraging rezoning requests for the purpose of increasing development densities.

8.2 Residential Low-Medium Density Policy District - conversions and street townhouses.

- (a) These districts are suitable for limited residential redevelopment. These districts are not intended to accommodate extensive multiple unit dwelling development.
 - (b) The development of street townhouses of not more than six (6) units per complex shall be encouraged. The actual number of units will depend on the size of the site, although the overall density will remain low-medium.
 - (c) Rezoning for apartments may be considered only after it is demonstrated that a particular need will be served or when there are no other suitably zoned sites available in the neighbourhood.
-

8.3 Residential Medium Density Policy District - low rise and walk-up apartments.

- (a) These districts are suitable for residential redevelopment. It is intended that low rise, ground oriented condominiums be developed in these districts.
- (b) The redevelopment of this district to a higher density shall be accompanied by adequate parking and landscaping standards.

8.4 Office/Institutional Policy District.

- (a) These districts are intended for small office complexes, institutional, and residential uses.
- (b) Development in these districts shall not include intensive uses which will adversely affect traffic patterns and/or adjacent land uses.

8.5 Special Area Commercial Policy District.

- (a) **Special Area Commercial** may include areas that have unique attributes such as location, type of use, or development history, and which do not readily fit into the normal hierarchy of commercial land use designations. The underlying zoning pattern may vary according to the existing or proposed land use for the area.
 - (b) Specific parking and height requirements may be set in consultation with the surrounding neighbourhood and the landowners.
-

Residential Land Use Policy District Guidelines:

In developing Residential Land Use Policy District Recommendations, the Planning and Building Department used the following guidelines:

Refer to Map No. 7 on Page 65.

- (a) Respect for existing development. The Sutherland neighbourhood started out as a self-contained town in the early 1900's and experienced a decade of rapid growth. The next development boom occurred in the 1950's and the last large residential development occurred in the 1980's. In spite of all this growth there remains three large vacant properties in the neighbourhood. The development of these vacant sites needs to recognize the surrounding existing areas which differ significantly from the south end of the neighbourhood to the north end of the neighbourhood. Significant changes to dwelling types in existing or vacant land would profoundly change the character and balance of the neighbourhood.
 - (b) Recommendations for Residential Land Use Policy Districts should reflect the existing uses. Existing multiple unit dwellings are designated as Medium or High Density as appropriate. In this way, non-conforming situations are **not** intentionally created.
 - (c) The Residential Low Density - No Conversions Policy District is meant to include one and two unit dwellings. Two unit dwellings are not considered to be multiple unit dwellings.
 - (d) The City of Saskatoon Development Plan Section 5.1.2 m) outlines the principles related to the location of Multiple Unit Dwellings (MUD):
 - 5.1.2 m) The location of multiple-unit dwellings in new or existing areas of the City shall, wherever possible, adhere to the following principles:
-

- 5.1.2 m) i) high and medium density multiple-unit dwellings shall generally be located in and near the Downtown and in Suburban Centres. High density multiple-unit dwellings may be located in other areas of the City where proximity to transportation, employment or other unique site attributes may apply;
- 5.1.2 m) ii) Medium and low-density multiple unit dwellings are appropriate in neighbourhood locations, provided they are:
- located with satisfactory access to neighbourhood entry points and collector or arterial streets;
 - located with satisfactory access to public transit, parks, and other public amenities;
 - situated such that residential zoning districts of varying density provide a compatible gradation within the neighbourhood; and
 - in the case of medium density multiple-unit dwellings, they shall be clustered in a limited number of areas.

Residential Land Use Policy District and Zoning Recommendations

Refer to Map No. 6 on Page 64.

Refer to Map No. 8 on Page 66.

Residential Low Density Policy District - No Conversions:

The Low Density Policy District has been applied to existing areas of single family dwellings in order to preserve them as low density residential districts containing one or two unit dwellings.

Zoning Designations

All land in the Sutherland neighbourhood covered under the Residential Low Density Policy District - No Conversions is proposed to be zoned R2. The purpose of the R2 zoning district is to provide for residential development in the form of one and two-unit dwellings as well as related community uses.

Residential Low-Medium Density Policy District - conversions and street townhouses:

The Low-Medium Density Policy District is intended to be suitable for restricted redevelopment of street townhouses of not more than six units per complex. The actual number of units will depend on the size of the site, although the overall density will remain Low-Medium. This Policy District is intended to generate medium density family-type housing.

Sites recommended for this Policy District which may be suitable for redevelopment and which may stimulate Low-Medium density family housing include the vacant lands south of the CPR tracks and north of 115th Street, and the Western Cooperative College property at 141 105th Street which is presently for sale or lease (see Map 7 pg. 65). Also recommended for this Policy District is the existing site and development at 207 Reid Road.

Zoning Designations

The existing development at 207 Reid Road, will retain its current RMTN zoning designation. The RM2 - Low/Medium Density Multiple Use Dwelling District zoning designation is recommended for the vacant lands south of the C.P.R. tracks and North of 115th Street (Parcel B & D), and the Western Cooperative College property at 141 105th Street (see Map No. 1 - pg. 16). The purpose of the RM2 District is to provide for a wide variety of residential developments in a low to medium density form as well as related community uses. RM2 zoning is consistent with the Low-Medium Density Land Use Policy District recommended for these sites.

This land use policy district and zoning designation will allow enough flexibility to mitigate most of the conflicts which may arise from developing near the CPR tracks on the vacant site south of the CPR tracks and north of 115th Street. By allowing an arrangement of buildings and building types, a density change within the site, or a transition in intensity or type of residential

uses and by requiring the provision of a 30 metre buffer strip adjacent to the C.P.R. tracks this policy district will allow the site to be developed to best serve the immediate and surrounding residents. This land use policy district and zoning designation will also allow redevelopment of the Western Cooperative College property at 141 105th Street, at complementary densities which will not compromise the safety and quality of life around the adjacent elementary school and Anna McIntosh Park.

Residential Medium Density Policy District - Low-rise and walk-up apartments:

The Medium Density Policy District is suitable for low-rise and walk-up apartments. Any redevelopment shall be guided by appropriate zoning standards for parking and landscaping. There are no new sites recommended for Medium Density in the neighbourhood. Not all sites are developed to capacity and development or redevelopment in these areas shall be consistent with the recommendations of the Local Area Plan.

Zoning Designations

The 100 blocks of 110th Street and 111th Street are zoned **RM3 - Medium Density Multiple Unit Dwelling District**. Over half of the lots within this zoning district have been developed as multiple unit dwellings. Continued multiple unit development in this area would be consistent with existing development, and would allow the remaining owners of single unit dwellings greater options for the future development of their property. The purpose of the RM3 District is to provide for a variety of residential developments in a medium density form as well as related community uses.

Office/Institutional Policy District

The Office/Institutional Policy District is intended for small office complexes, institutional, and residential uses which will not adversely affect traffic patterns or adjacent land uses.

This Policy District is recommended for the existing M1 zoned site which includes 700, 702, and 704 Central Avenue at the south end of the commercial development on Central Avenue. In addition, five lots on the west side of Central Avenue at 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue have also

been recommended to be designated Office/Institutional. These sites are at the north end of the commercial area on Central Avenue, and two of the five lots are owner occupied. Throughout the past few years this group of lots has been the subject of a number of applications and discussions focussing on changing the land use and zoning from residential to Office/Institutional.

Zoning Designations

The M1 - Local Institutional Service District zoning designation is proposed for 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue.

The site which includes 700, 702, and 704 Central Avenue, at the south end of the commercial development on Central Avenue will retain its current M1 zoning designation (see Map No. 7, pg. 65).

The purpose of the M1 District is to facilitate a limited range of institutional and community activities that are generally compatible with low density residential uses and capable of being located within a residential setting.

The recommendation for change to Office/Institutional Policy District with M1 zoning, for 101 and 113 115th Street and 1400, 1406, 1416 Central Avenue, will address the issues related to the question of long term sustainability of these residential properties. Sustainability as residential lots is questionable due to noise and vibration resulting from proximity to the CPR tracks, and noise and traffic related to commercial activity on Central Avenue. At the same time, the connection of these properties with the Central Avenue business district make them attractive for small office development.

The intent of this proposed land use and zoning change will allow property owners and developers greater options regarding future use of these sites as well as offer a transition from the commercial uses to the residential use.

Special Area Commercial Policy District

In general, a commercial district's primary land use is commercial, however mixed residential and commercial uses are suitable as long as the residential use on the site is secondary to the commercial use.

The Special Area Commercial Policy District is intended for certain commercial areas outside of the Central Business District. This policy district may include areas that have unique attributes such as location, type of use, or development history, and which do not readily fit into the normal hierarchy of commercial land use designations. Specific height and parking requirements may be established in these areas if a need is identified by the surrounding neighbourhood and landowners.

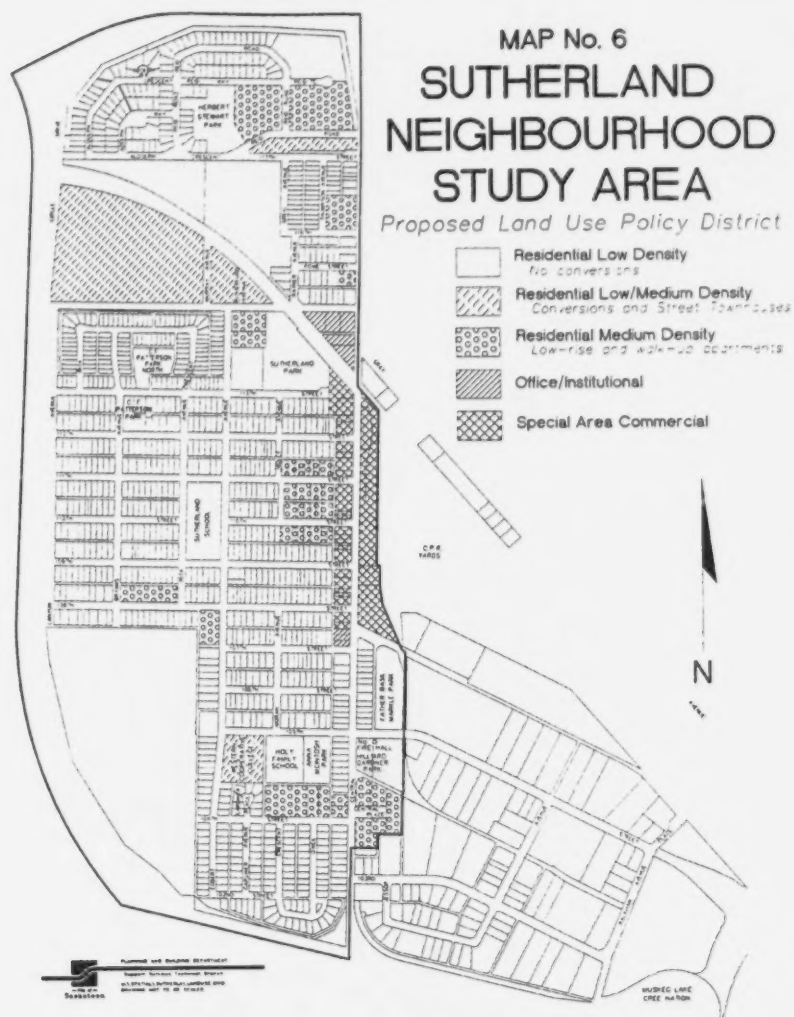
The Planning and Building Department and the community, which includes the Sutherland Business Association, are in agreement that the Central Avenue business district serves the shopping needs of Sutherland and the surrounding neighbourhoods and enhances the overall quality of life in the neighbourhood. This Policy District also reflects the existing use of this land, would prevent future conflicts with industrial uses, and will enhance the desirability of the commercial area from both a customer's and a merchant's point of view.

Zoning Designations

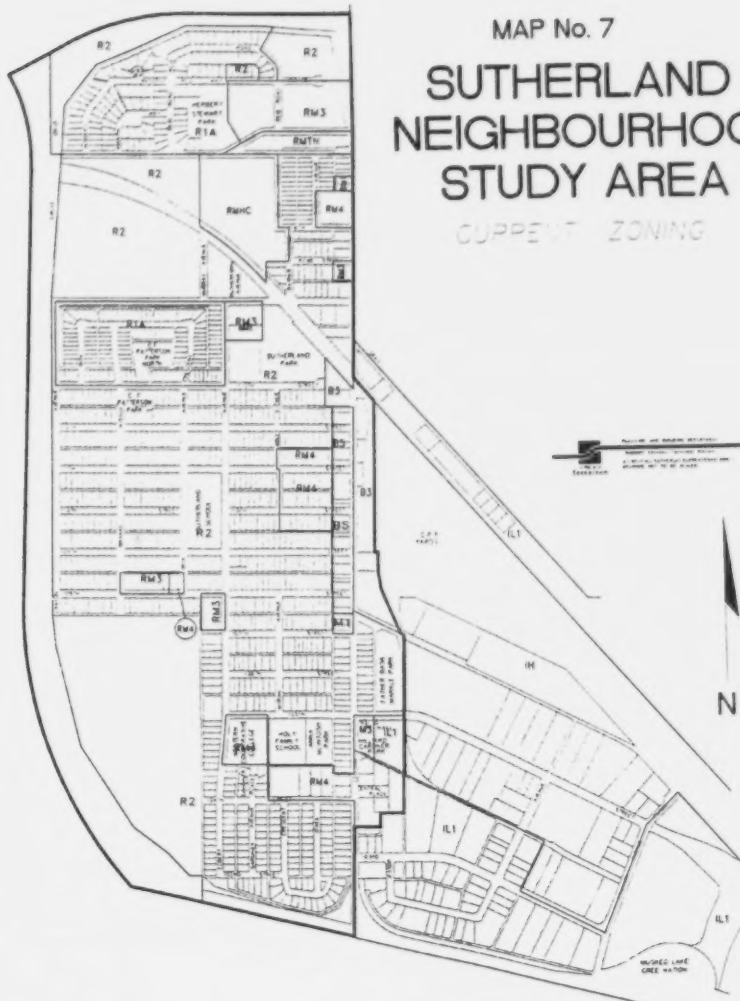
The Sutherland neighbourhood sites currently designated Special Area Commercial in the Saskatoon Development Plan are 706 to 1210 Central Avenue (east side) and 701, 801, 1015, 1215 Central Avenue (east side) and part of the C.P.R. yard (see Map No. 5, page 45).

The properties within the Special Area Commercial Policy District will retain their current Zoning. Within the Special Area Commercial Policy District, the east side of Central Avenue, and two parcels just south of the C.P.R. line on the west side of Central, are zoned **B3 - Medium Density Arterial Commercial District** (see Map 7, pg. 65). The purpose of B3 District is to facilitate arterial commercial development providing a moderate to wide range of commercial uses on small to medium sized lots.

The major portion of the west side of Central Avenue is zoned **B5 - Inner-City Commercial Corridor District**. The purpose of the B5 District is to recognize historic commercial areas which include a wide range of commercial uses in a medium to high density form. The two zoning districts within the Special Area Commercial Policy District are necessary to deal with the unique and distinct commercial development histories within the Central Avenue commercial area.



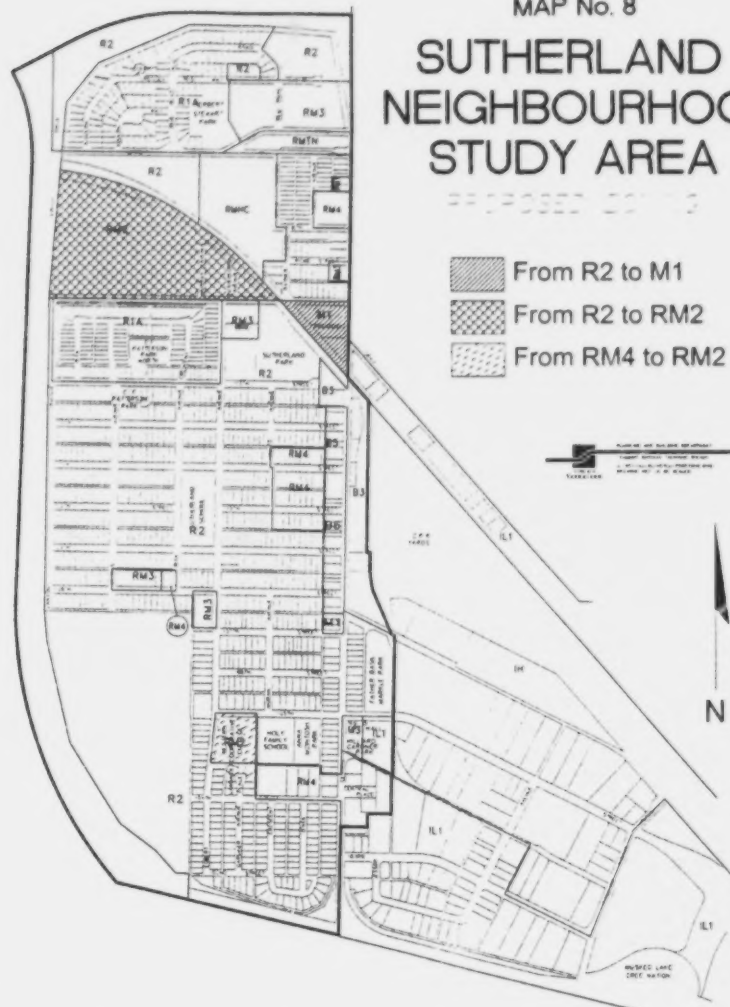
MAP No. 7
**SUTHERLAND
 NEIGHBOURHOOD
 STUDY AREA**
 CURRENT ZONING



MAP No. 8

SUTHERLAND NEIGHBOURHOOD STUDY AREA

- From R2 to M1
From R2 to RM2
From RM4 to RM2



WE WANT TO HEAR FROM YOU!

If you have any questions or comments, please call the Sutherland Local Area Planning Staff at 975-2645.

Our mailing address is:

Sutherland Local Area Plan
Planning and Building Department
City Hall
222 - 3rd Avenue North
Saskatoon, Saskatchewan
S7K 0J5

20.0 Schedule of Development Plan Amendments

- Bylaw No. 7823:** Sutherland included as a Core Neighbourhood - February 8, 1999
(Deputy Minister approved March 8, 1999)
Section 5.5.2a) was amended by adding Sutherland after Nutana
Section 19.1 was amended by adding Sutherland after Nutana
- Bylaw No. 7840:** Land Use Policy for Sutherland Neighbourhood - June 21, 1999
(Deputy Minister approved August 4, 1999)
Section 19.0 was amended by adding "19.1.1.9 Sutherland Local Area Plan"
Section 19.1.1: first paragraph was changed
New section and map added: 19.1.1.9
- Bylaw No. 7853:** Map amendment - Land Use Map - July 12, 1999
(Deputy Minister approved August 3, 1999)
Circle/Clarence/Brand - Change the land use designation of part of Parcel A, Plan CB 4124 from Light Industrial to Business Park
- Bylaw No. 7864:** Map amendment - Land Use Map - August 9, 1999
(Deputy Minister approved August 24, 1999)
Holiday Park Golf Course - Change the land use designation of Part of Parcel A, Plan 60S13285 from Special Use to Light Industrial
- Bylaw No. 7875:** Map amendments - Land Use Map and Land Use Policy Maps
November 15, 1999
(Deputy Minister approved December 7, 1999)
Caswell Hill Core Neighbourhood
- Bylaw No. 7906:** Amend DCDE guidelines to permit a mix of commercial uses or multiple-unit dwellings in the area covered by the guidelines and to permit one additional access point on Idylwyld Dr. for Sub-Unit 1 (Stanley Place) - February 21, 2000
(Deputy Minister approved May 2, 2000)
- Bylaw No. 7915:** Map amendment - Land Use Map - April 17, 2000
(Deputy Minister approved May 2, 2000)
Brand Road - CN Industrial Area - Redesignate those parcels of land described in the Bylaw from Business Park to Light Industrial, to facilitate the development of an auto mall.

- Bylaw No. 7951:** Map amendment - Land Use Map - August 14, 2000
(Deputy Minister approved September 11, 2000)
Pleasant Hill Core Neighbourhood - Redesignate those parcels of land described in the Bylaw from Low Density (No conversions) to Medium Density Multiple-Unit Dwellings.
- Bylaw No. 7953:** Map amendment - Phasing Map - August 14, 2000
(Deputy Minister approved September 11, 2000)
Silverwood Industrial Area - Redesignate the land referred to in the Bylaw from Phase II to Phase I.
- Bylaw No. 7957:** Map amendment - Land Use Map - September 5, 2000
(Deputy Minister approved September 28, 2000)
Riversdale Core Neighbourhood - Redesignate that parcel of land described in the Bylaw from Low/Medium Density Multiple-Unit Dwellings to Office/Institutional.
- Bylaw No. 7954:** Map amendment - Land Use Map - September 18, 2000
(Deputy Minister approved October 13, 2000)
University Heights - Redesignate certain land in University Heights Suburban Centre from "Suburban Centre Commercial" to "Suburban Centre" and certain other land from "Suburban Centre" to "Suburban Centre Commercial" to align the designations with a proposed subdivision of the area.
- Bylaw No. 7967:** Map amendment - Phasing Map - October 2, 2000
(Deputy Minister approved October 30, 2000)
Marquis Industrial - Redesignate the land referred to in the Bylaw from Phase II to Phase I.
- Bylaw No. 7972:** DCD3 - Direct Control District 3 is added - October 16, 2000
(Deputy Minister approved November 13, 2000)
To provide regulations for the DCD3 - Direct Control District 3.
- Bylaw No. 7973:** Map amendment - Land Use Map - October 16, 2000
(Deputy Minister approved November 13, 2000)
Attridge/Circle - Redesignate the land described in the Bylaw from Special Use to Direct Control District.
- Bylaw No. 7970:** Map amendment - Land Use Map - November 6, 2000
(Deputy Minister approved December 8, 2000)
Westmount Core Neighbourhood - Redesignate that parcel of land described in the Bylaw from Low Density - No Conversions to Low-Medium Density Multiple-Unit Dwellings.

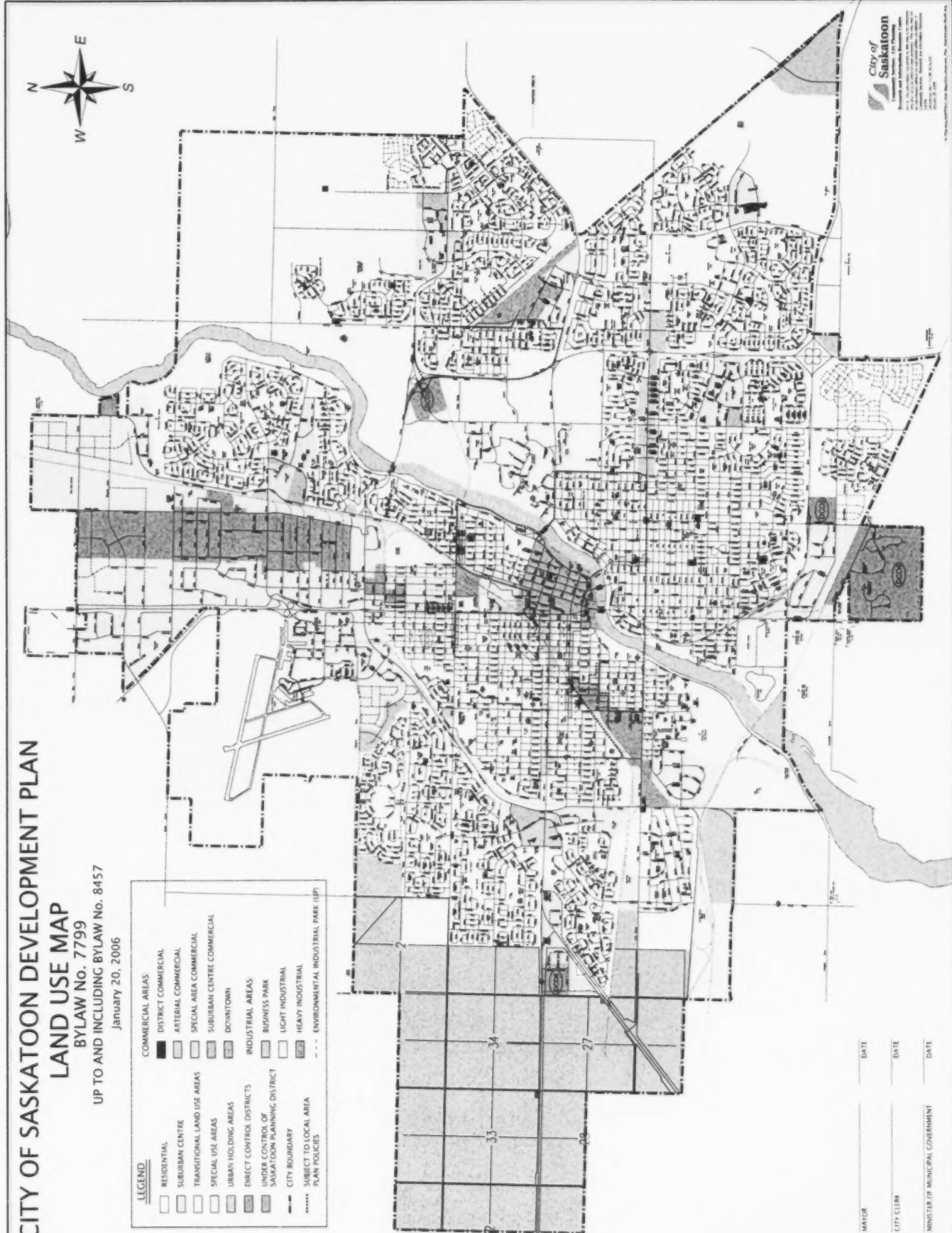
- Bylaw No. 8004:** Map amendment - Phasing Map - February 19, 2001
(Deputy Minister approved March 13, 2001)
Marquis Industrial - Redesignate the land referred to in the Bylaw from Phase II to Phase I - Marquis Industrial Area
- Bylaw No. 8007:** Map amendment - Phasing Map - March 5, 2001
(Deputy Minister approved May 4, 2001)
Silverwood Industrial Area - Redesignate the land referred to in the Bylaw from Phase II to Phase I
- Bylaw No. 8016:** Map amendment - Land Use Map - April 2, 2001
(Deputy Minister approved - April 17, 2001)
Boychuk/Taylor/Herold -To change the land use designation of those parcels of land described in the Bylaw from Suburban Centre Commercial to Suburban Centre, Suburban Centre to District Commercial and Residential to Suburban Centre.
- Bylaw No. 8041:** Golf Courses - July 16, 2001
(Deputy Minister approved - August 14, 2001)
To provide for Land Use Policies for Golf Course Residential Development in Saskatoon.
- Bylaw No. 8045:** Map amendment - Land Use Map - September 10, 2001
(Deputy Minister approved - December 19, 2001)
Silverspring Neighbourhood - To designate those parcels of land described in the Bylaw as Residential on the Land Use Map
- Bylaw No. 8057:** King George Local Area Plan - December 3, 2001
(Deputy Minister approved - January 23, 2002)
Kind George Local Area Plan Land Use Policy Map added
- Bylaw No. 8076:** Map amendment - Land Use Map - January 21, 2002
(Deputy Minister approved - February 27, 2002)
Pleasant Hill Core Neighbourhood - To redesignate a parcel of land described in the Bylaw from Low Density-No conversions to Office/Institutional.
- Bylaw No. 8108:** Map amendment - Land Use Map - April 22, 2002
(Deputy Minister approved - May 31, 2002)
Fairlight/Fairmont/Circle - To change the land use designation of the land referred to in the Bylaw from Suburban Centre to Arterial Commercial.

- Bylaw No. 8114:** Map amendment – Phasing Map – May 21, 2002
(Deputy Minister approved – July 9, 2002)
Marquis Industrial Area - To redesignate the land referred to in the Bylaw from Phase II to Phase I.
- Bylaw No. 8133:** Map amendment – Land Use Map – August 12, 2002
(Deputy Minister approved – September 9, 2002)
To change land use designation referred to in the Bylaw from District Commercial to Arterial Commercial.
- Bylaw No. 8135:** Map amendment – Land Use Policy Map, Riversdale Neighbourhood – August 12, 2002
(Deputy Minister approved – September 19, 2002)
To redesignate land referred to in the Bylaw from Low Density Residential/No Conversions to Office/Institutional.
- Bylaw No. 8143:** Map amendment – Land Use Map – September 9, 2002
(Deputy Minister approved – October 15, 2002)
To change land use designation referred to in the Bylaw from Residential to Special Area Commercial and to change land use policy map for Sutherland Local Area Plan.
- Bylaw No. 8145:** Map amendment – Land Use Map – September 9, 2002
(Deputy Minister approved – September 30, 2002)
To change land designations from Heavy Industrial to Light Industrial.
- Bylaw No. 8155:** Land use policy added – November 4, 2002
(Deputy Minister approved – November 25, 2002)
Policy to integrate storm water management ponds and municipal reserve.
- Bylaw No. 8154:** Nutana Local Area Plan – November 18, 2002
(Deputy Minister approved – December 18, 2002)
New Land Use Policy district, new Land Use Policy map, Nutana Land Use Policy Map – Broadway Area.
- Bylaw No. 8157:** Integrated Community Centres – November 18, 2002
(Deputy Minister approved – December 18, 2002)
To incorporate Integrated Community Centres as part of the neighbourhood development policy.
- Bylaw No. 8152:** Map amendment – December 2, 2002
(Deputy Minister approved – December 24, 2002)
To designate lands annexed into the City as residential.

CITY OF SASKATOON DEVELOPMENT PLAN LAND USE MAP

BYLAW NO. 7799
UP TO AND INCLUDING BYLAW NO. 8457
January 20, 2006

- LEGEND**
- | | | | |
|--|---|--|-------------------------------------|
| | RESIDENTIAL | | DISTRICT COMMERCIAL |
| | SUBURBAN CENTRE | | ARTERIAL COMMERCIAL |
| | TRANSITIONAL LAND USE AREAS | | SPECIAL AREA COMMERCIAL |
| | SPECIAL USE AREAS | | SUBURBAN CENTRE COMMERCIAL |
| | URBAN HOLDING AREAS | | DOWNTOWN |
| | DIRECT CONTROL OF SASKATOON PLANNING DISTRICT | | INDUSTRIAL AREAS |
| | UNDER CONTROL OF SASKATOON PLANNING DISTRICT | | BUSINESS PARK |
| | CITY BOUNDARY | | LIGHT INDUSTRIAL |
| | SUBJECT TO LOCAL AREA PLAN POLICIES | | HEAVY INDUSTRIAL |
| | | | ENVIRONMENTAL INDUSTRIAL PARK (EIP) |

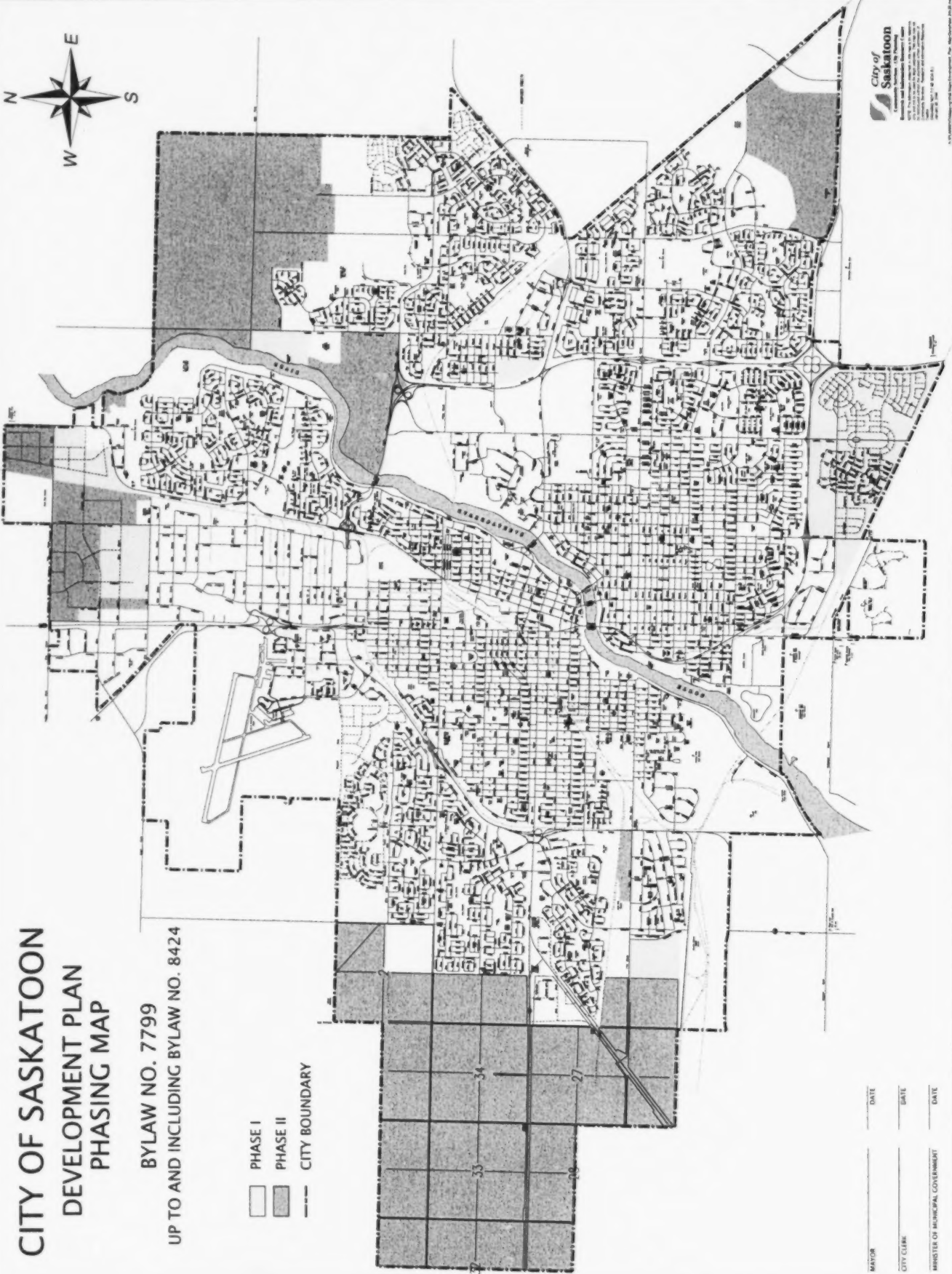


MAYOR _____ DATE _____
CITY CLERK _____ DATE _____
MINISTER OF MUNICIPAL GOVERNMENT _____ DATE _____

City of Saskatoon
Saskatoon, Saskatchewan
Saskatchewan and Information Resources Centre
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CITY OF SASKATOON
DEVELOPMENT PLAN
PHASING MAP

BYLAW NO. 7799
UP TO AND INCLUDING BYLAW NO. 8424



**City of
Saskatoon**
Community Services / City Planning
Research and Information Systems / Centre
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